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Hongkong Daily Press.

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No. 18,780. 號十八百七千八萬一第 日四十二月六年午戊 HONGKONG, WEDNESDAY, JULY 31st, 1918. 三拜禮 號一十三月七年七國民華中 PRICE, \$3 PER MONTH.

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TIME-TABLE

WEEK DAYS.
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8.00 " to 10.00 " " 10 "
10.00 " to 11.00 " " 15 "
11.00 " to 12.00 noon " 15 "
12.00 noon to 1.00 p.m. " 10 "
1.00 p.m. to 1.15 " " 10 "
1.15 " to 1.45 " " 15 "
1.45 " to 2.15 " " 10 "
2.15 " to 2.30 " " 15 "
2.30 " to 3.00 " " 10 "
3.00 " to 3.30 " " 15 "

Evening Cars.
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Every Half-Hour.
1.00 p.m. to 11.45 p.m. Every Quarter-Hour

SUNDAYS.
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10.30 " to 11.00 a.m. " 10 "
11.30 " to 12.00 noon " 15 "
12.00 noon to 1.00 p.m. " 10 "
1.00 p.m. to 5.30 " " 15 "
5.30 " to 8.00 " " 10 "
8.00 " to 8.30 " " 15 "
8.30 " to 8.45 " " 10 "

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Notes.

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TIME-TABLE.

On and after MONDAY, 10th JUNE, 1918, until further Notice.

DOWN TRAINS.

Stations	No. 6 Through Express.	No. 7 Local.	No. 8 Through Slow.	No. 11 Local.	No. 13 Through Express.	No. 17 Local.	No. 19 Local.	No. 21 Local.	No. 23 Local.
CANTON (Tai Sha Tau)	7.30	8.35	8.55	9.30	10.30	11.30	12.30	1.30	2.30
Shek Lung	7.45	8.50	9.10	9.45	10.45	11.45	12.45	1.45	2.45
Shum Chun	8.00	9.05	9.25	10.00	11.00	12.00	1.00	2.00	3.00
Sheung Shui	8.15	9.20	9.40	10.15	11.15	12.15	1.15	2.15	3.15
Fanning	8.30	9.35	9.55	10.30	11.30	12.30	1.30	2.30	3.30
Tai Po Market	8.45	9.50	10.10	10.45	11.45	12.45	1.45	2.45	3.45
Tai Po	9.00	10.05	10.25	11.00	12.00	1.00	2.00	3.00	4.00
Shatin	9.15	10.20	10.40	11.15	12.15	1.15	2.15	3.15	4.15
Tam Tsai	9.30	10.35	10.55	11.30	12.30	1.30	2.30	3.30	4.30
Hung Hom	9.45	10.50	11.10	11.45	12.45	1.45	2.45	3.45	4.45
Kowloon	10.00	11.05	11.25	12.00	1.00	2.00	3.00	4.00	5.00

UP TRAINS.

Stations	No. 4 Local.	No. 5 Through Express.	No. 6 Local.	No. 9 Local.	No. 10 Through Express.	No. 12 Local.	No. 14 Local.	No. 16 Local.	No. 18 Local.	No. 20 Local.	No. 22 Local.
Last Ferry	8.35	7.55	8.05	10.15	1.05	1.55	2.45	3.35	4.25	5.15	6.05
Kowloon	8.50	8.10	8.20	10.30	1.20	2.10	3.00	3.50	4.40	5.30	6.20
Hung Hom	9.05	8.25	8.35	10.45	1.35	2.25	3.15	4.05	4.55	5.45	6.35
Tam Tsai	9.20	8.40	8.50	11.00	1.50	2.40	3.30	4.20	5.10	6.00	6.50
Shatin	9.35	8.55	9.05	11.15	2.05	2.55	3.45	4.35	5.25	6.15	7.05
Tai Po Market	9.50	9.10	9.20	11.30	2.20	3.10	4.00	4.50	5.40	6.30	7.20
Tai Po	10.05	9.25	9.35	11.45	2.35	3.25	4.15	5.05	5.55	6.45	7.35
Sheung Shui	10.20	9.40	9.50	12.00	2.50	3.40	4.30	5.20	6.10	7.00	7.50
Fanning	10.35	9.55	10.05	12.15	3.05	3.55	4.45	5.35	6.25	7.15	8.05
Shum Chun	10.50	10.10	10.20	12.30	3.20	4.10	5.00	5.50	6.40	7.30	8.20
Shek Lung	11.05	10.25	10.35	12.45	3.35	4.25	5.15	6.05	6.55	7.45	8.35
CANTON (Tai Sha Tau)	11.20	10.40	10.50	1.00	3.50	4.40	5.30	6.20	7.10	8.00	8.50

* Will stop at Tai Po and Sheung Shui for First-Class Passengers on Notice
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	a.m.	a.m.	p.m.	a.m.	a.m.	p.m.
Fanning dep.	8.00	8.30	2.50	Shataukok dep.	7.10	10.15
Shataukok arr.	8.55	9.30	3.50	Fanning arr.	8.05	11.10

(78)



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8 a.m. "HONAM"
4.00 p.m. "FATSHAN"

THURSDAY, 1st AUGUST, 1918.

8 a.m. "HONAM"
10 p.m. "FATSHAN"

8 a.m. "HEUNGSHAN"
4.30 p.m. "KINSHAN"

FRIDAY, 2nd AUGUST, 1918.

8 a.m. "HEUNGSHAN"
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8 a.m. "HONAM"
4.00 p.m. "FATSHAN"

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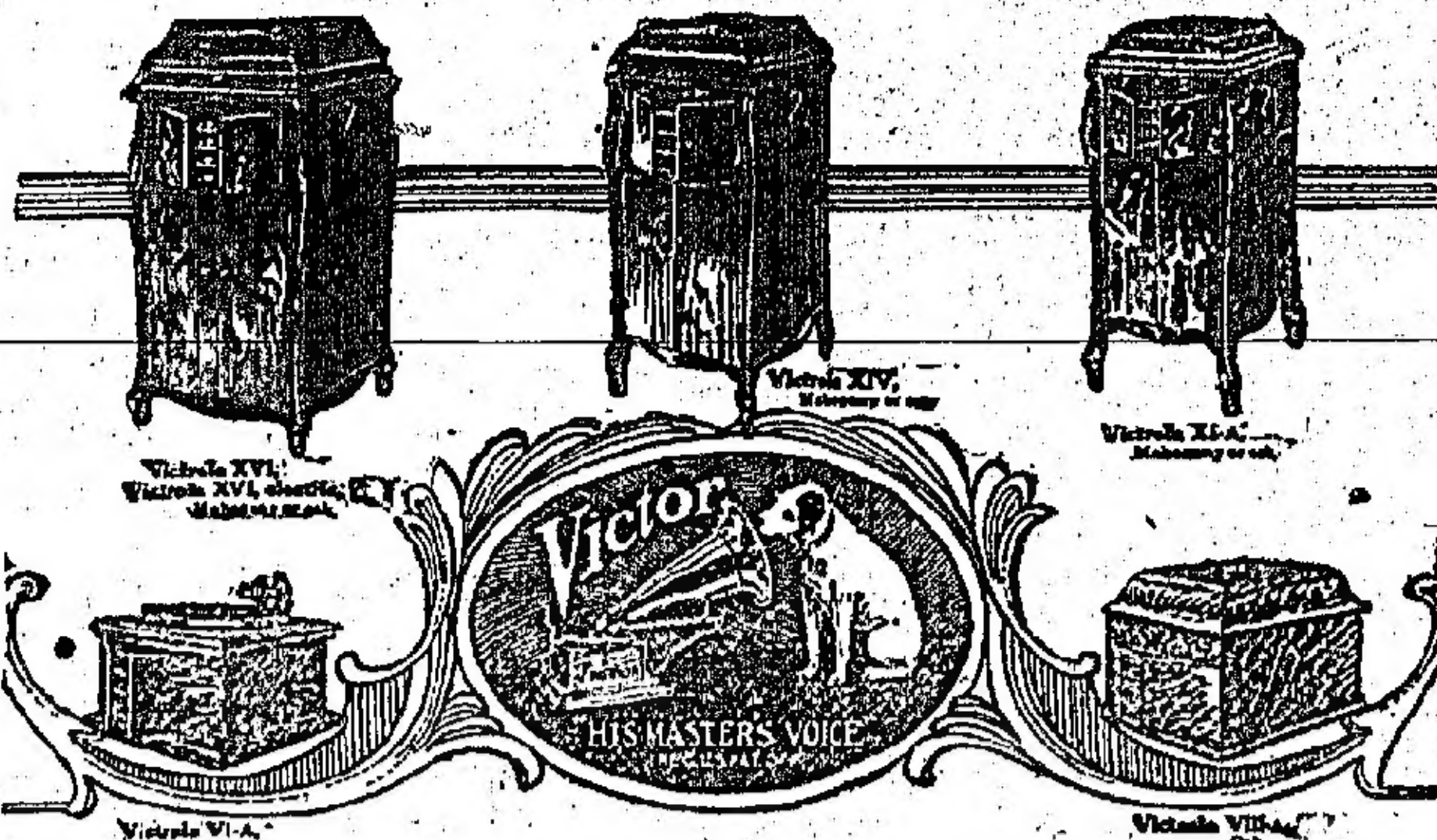
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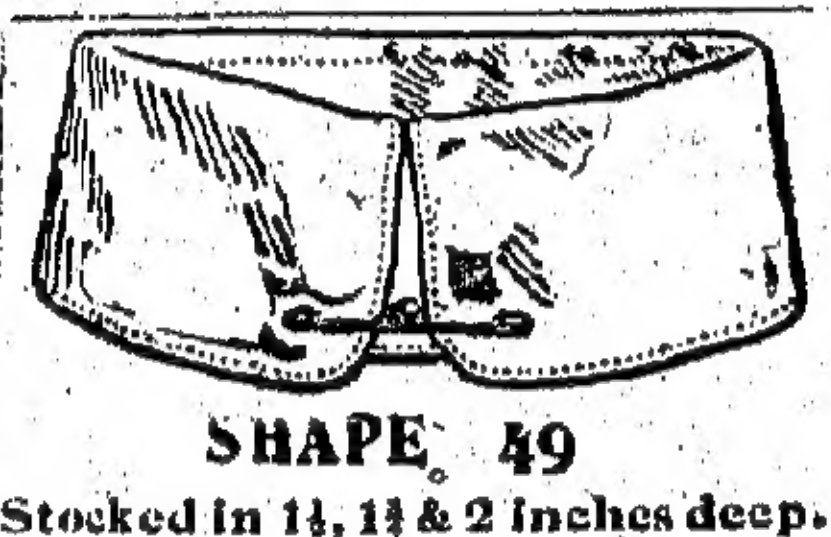
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[1231]

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[2237]

THE MURDER OF SERGEANT GLENDINNING.

CORONER'S INQUIRY CONTINUED.

THE DESERTION OF THE INDIANS.

At the Hongkong Magistracy, yesterday, Mr. E. D. C. Wolfe, in his capacity as Coroner, continued the inquiry into the circumstances surrounding the death of Police-Sergeant T. Glendinning, who was murdered at Tai O on July 17th. Simultaneously an inquest was held on the body of P. C. Bhiga Singh (the constable who, it is stated, shot Sergeant Glendinning).

The following were the jury:—Messrs. H. J. Rowe, A. M. de Souza, and D. E. M. de Souza.

Mr. P. P. J. Wodehouse (acting Captain-Superintendent of Police) and Mr. T. H. King, A.S.P., were present on behalf of the Police.

FURTHER EVIDENCE OF SHOOTING.

Chuk Yik Tung, a Chinese detective, said he saw Sergeant Glendinning in the charge-room at 9.30 a.m. on the day of the murder and received from him certain instructions with regard to warning the people of a village that they should renew their licenses. Witness returned at 1.45 p.m., and heard some people say that the Sergeant had been shot dead. He met two other detectives who confirmed the statement, so he went to the pier to wait for the No. 2 launch. The station was in flames at the time. He also noticed some Indians on the hill-side dressed in plain clothes.

Mr. King—From the time you came back did you not see any Indian in uniform?—Witness: I did not notice any.

Lau Fuk, a boatman, deposed that at 10.30 a.m. on July 17th, while he was in the Chinese bath-room at Tai O Station, he heard sounds of firing. The shots followed in rapid succession. On coming out of the bath-room he heard one Chinese detective tell another that an Indian had shot the Sergeant. Then they all ran away.

Mr. King—Where were the detectives standing? Were they near the charge-room?—Witness: One was running past the bath-room and the other in the direction of Shek Tai Po.

What did you do?—I ran in the direction of Shek Tai Po.

When you ran did you see any Indians?—Yes, two or three. They were running after me.

Did you see where the Indians came from?—They came through the station gates.

The Coroner—Did you think they were chasing you?—Witness: I was afraid so.

Mr. King—Were they carrying arms?—Witness: I cannot tell.

Were they in uniform?—No. Later I saw one in uniform.

Did you see him in the station?—No. Had he any arms?—Yes.

Did you go back to the station?—Yes, at 2 p.m., after the No. 2 launch had arrived.

A station coolie gave corroborative evidence.

The Coroner asked the jury whether they needed any more evidence as to the place where the rifles were kept.

The Foreman replied that the only reason why he wished to hear further evidence on the point was because he thought the Indians in the second room had a better chance of assisting the Sergeant.

Another station coolie corroborated the evidence given by previous witnesses and stated that he ran to Shek Tai Po. He noticed an Indian policeman on duty in the charge-room before the murder.

Chief Detective Inspector Murison spoke to finding several bullets in the charge-room and its vicinity. He added that the charge-room had not been touched by the fire at all.

Mr. King, before calling the Indian evidence, asked the Coroner to caution the men as what they said might be used in subsequent proceedings. At this enquiry no executive action would be taken, but, arising from this, other charges might be preferred.

MISTOOK REPORTS OF GUN-FIRE FOR CRACKERS.

Indian Sergeant B152 said he had been in the Police Force for 14 years. He had only been seven months in Tai O. There were two guards at night and one in the day doing station duty. He was on guard duty from 8 to 10 a.m. There were two rooms for the Indians, eight men sleeping in the big room and three in the other. Each man had a rifle, which was kept in an arms rack. There were eight rifles in one room and three in the other. On the day Sergeant Glendinning was shot there were twelve Indians at the station. B18 was supposed

to leave the station by the 3 p.m. ferry launch.

Mr. King—What do you mean by station duty?—Witness: The Sergeant's instructions were that the guard should walk at the back of the charge-room and watch for the arrival of the Police launch and then inform him. The Sergeant told me there was no necessity for me to walk in front of the charge-room while he was inside.

Do you ever go in front of the verandah?—The Sergeant's order was that no one was to go to the verandah unless he was called or it was raining.

Continuing, witness said when he went on duty he was armed. He had no bayonet, but he had twenty rounds of ammunition. All who went on guard had ammunition. He remained on duty for two hours, and was then relieved by B145. He reported off-duty to the Sergeant in the charge-room. Witness saw B145 take up his post underneath the tree at the back of the station. Witness also gave him the cell-key. Witness then went into his room, and, after depositing the carbine, and removing his uniform, he slept on B145's bed, as his own bed was occupied by another. There were eight Indians in the room at the time. All were sleeping, including B18, who had covered his face with a handkerchief. Witness did not go into the small room, where the other Indians were, but he saw them through the door. A little after 10 a.m. he noticed everybody getting up and running away.

Mr. King—What made you get up?—Witness: Some kind of noise, like shooting or crackers. I heard two or three while running.

The Coroner—Was it a shot or not a shot?—Witness: I cannot say whether it was a shot or a cracker; I was sleeping at the time. I at first saw two men running away. I did not notice the others. They were not in the room.

Mr. King—Why did you run?—Witness: Because I did not know what was happening.

Why did you not find out? I ran out to ascertain the cause of the noise.

Where did you run to? I ran towards the Government pier.

If the noise was a cracker why did you run?—Because the Chinese on previous occasions had made a noise similar to the one in question and we had received instructions from the Sergeant to go out and discover the cause.

Why did you not pick up your carbine?—I did not think of it at the time, nor did I know what was happening.

On any previous occasion did you run out?—Yes, once or twice the boatmen fired crackers and I had to go and see what it was.

The Coroner—It was not the earthquake?—Witness: I did not think of it.

Mr. King—Where did you run to?—Witness: I went to the back of the station.

When you came out of your room what did you see?—I did not see anything.

Did you see B145?—No. Any Chinese?—No. The European Sergeant?—No.

Did you go to the charge-room?—No. Did you go to the other Indians' room?—No.

What did you do to find out the cause?—I went down to the pier.

Did anyone run after you?—I did not see anyone in front of me or behind me.

Where were the two men who ran out of the room?—I did not notice them.

When you heard the others running did you say anything?—I did not say anything in the room, but when I went behind the kitchen, I called out "What has happened?"

To whom were you talking?—There was no one.

There must have been—you could not have been speaking to the kitchen walls?—I spoke to myself.

The Coroner—Why did you not ask the two men whom you saw disappearing through the door?—Witness: I did not do so.

What was the time when you woke up?—It was about 10.30.

Whom did you see at the wharf?—Two men, B144 and B170. They were standing in the road. I did not see the Sergeant-Interpreter. I asked B144 what was the matter. He said: "I think B18 has killed the Sergeant." After that we heard many shots fired. I asked B144 what was best to be done, saying, "If we go to the station shots will be fired." Then I remembered that there was no telephone communication. B144 told me to take a boat and go to Castle Peak. I went to Tai O and called for a sampan, but nobody came. I got into the water to get a boat, but still the boatmen refused to go with me. I met a Chinese detective and asked him to get me a boat. He did

so, and both of us set off for Castle Peak. We then met the Police launch.

From the time you left the station till the time you got into the boat did you see B145?—No.

When B144 said, he thought B18 had killed the Sergeant, why did you not go and see if it was true?—Shots were being fired.

Did you know that the Sergeant was married?—Yes.

Did you know that his wife was in the station?—Yes.

Did you try to do anything to save her?—I did not think of her at the moment. I heard and saw many shots being fired.

Who fired them?—I did not see, but I came to the conclusion it was B18.

How did you come to that conclusion?—Because the Chinese boatmen said so.

How do you know it was not B145?—He was armed with a rifle and was on duty at the time. Because I thought B145 was shot too, I had not seen him.

When you went to the No. 2 Police launch you said the European Sergeant had been shot. Did you say also B145 was shot?—No.

Why did you not say you thought B145 had been shot?—I said one or two had been shot; I did not particularise.

Had there been any trouble between any of the Indians and the Sergeant previously?—No.

For what reason did B18 shoot the Sergeant?—On account of the charge of larceny.

What makes you think that is the reason?—Witness proceeded to relate the story of B18's arrest by the Sergeant on a charge of larceny. He added that B18 asked him to find out from the Sergeant why he had been locked up. When told that he had stolen a watch, B18 said it was untrue.

Had you at any time heard B18 threaten the Sergeant or use angry words about him?—Either threaten to shoot him or do him any injury?—I did not hear.

The Coroner—B18 was very angry at the time he was locked up?—Witness: I cannot say.

Did he appear to be excited?—I cannot say. He did not speak any angry word.

Why is there an iron fence with two locked gates round the station, and why is there an armed guard?—It is for the safety of the station from robbers.

Then you knew that Tai O Station had a possibility of being attacked?—Yes.

So you knew you had to be always ready to rush to your arms?—Yes. It rests on the man who is on guard. When he gives the warning we must arm ourselves.

Did you know or suspect that B18 would do anything to the Sergeant?—I did not.

Why did you rush out? Why did you not go to the charge-room? You were one of the senior sergeants there, why did you not ask what was the matter?—Because I could not think of anything as I had just woke up from sleep.

You mean to tell me you did not know what to do? You were sixteen years in the Police Force and the senior sergeant?—I did not think of anything.

Did you, or did you not, know that the Sergeant had been shot when you woke up?—No.

Did you not hear anyone calling out that the Sergeant had been killed?—No.

Let you did not go into the charge-room to see what had happened?—I did not think of it at the moment. If I had, I would have gone in.

The Coroner—The fact that you did not go into the charge-room suggests that you knew something was going to happen?—Otherwise you would have gone!—Witness: It did not cross my mind. Such a thing had never happened before when Indian policemen were locked up.

Did it not occur to you to collect the constables and save the Sergeant's wife and the station?—To get rifles to do so as the interpreter did collect Winchester rifles from the boatmen?—Well, we could not get a boat, how could we get rifles?

Who is the senior sergeant?—B124. The enquiry was adjourned till this afternoon.

THE PADRE'S BATTLE-CRY.

Here is an inspiring little story from a wounded soldier just home from the Neuve Eglise region. Fifty of us—the remains of our battalion—had been sent northwards from Amiens with the object of getting a rest. It was quiet for a few days, and then we found ourselves in the thick of it again. Our little village was considered important enough to hold at all costs, and our orders were short, but to the point. Our position at one end of the long street got the full force of the enemy rush, and I don't believe in half an hour an officer remained standing. There seemed to be thousands of Huns almost on top of us, and the job looked hopeless. "Suddenly I heard our one-armed padre yelling at my side, 'Hold on, men—for God's sake, hold on! You can only lose your bodies once; but your souls are going to last for ever.' His example had a wonderful effect. Not a man wavered, and we stuck it until reinforcements came up. I don't like to think of the cost, but I'm glad to know the magnificent padre came out of it all right."

OPIUM CASES.

At the Hongkong Magistracy, yesterday, before Mr. J. R. Wood, an old man and a girl were charged with being in unlawful possession of 64 taels of opium, valued at \$765.

The case was remanded till to-day.

Another Chinese was charged with being in unlawful possession of ten taels of opium.

Mr. J. H. Gardiner, who appeared for defendant, applied for a remand, which was granted, bail being fixed at \$1,000.

A Chinese woman was charged with being in possession of two and a half taels of opium.

It was stated that the opium was found concealed in a tub.

Mr. Wood fined defendant \$250, in default, a month's hard labour.

SHIPBUILDING IN JAPAN.

PLANS FOR STANDARD CONSTRUCTION.

The Communication Department, Tokio, in accordance with the decisions of the Standard Ship Construction Investigation Commission attached to the Department, are conferring with the other Departments concerned, the principal shipbuilding companies, etc., as to the adoption of some compulsory measure regarding the construction of standard ships (says the *Japan Times*). The Communications authorities concerned intend to approach the Department of Agriculture and Commerce for the loan of part of the Government Iron Works, Edamisu, for the purpose of making miniature models for three different kinds of standard ships of the most approved types, out of four kinds of war time standard ships, ten kinds of ordinary ones and six kinds of special ones, adopted by the Commission.

On the completion of these models, a good number of skilled hands at different shipbuilding yards will be selected by the Communications Department for constructing three standard ships after the miniature models, in order to demonstrate to the shipbuilding yards in particular, the simplicity of construction work, less time required for construction, ease of training workmen, the curtailment of expenses, and the finished economy of the whole system.

WAR PRICES IN PARIS.

WHISKY IS 80. A "NIP."

There will have to be more budgeting in England before prices reach the level of those now ruling in France. In view of the new prices for beer and spirits in England, it is interesting to indicate some of the price in Paris. Take beer. A book in a good café on the Boulevards costs 8d. Vermouth, which before the war was 4d. and 6d., are now 18. 0/6d. They have gone up 2/6d. since the luxury tax was imposed. A "nip" of brandy costs 18. 3d. Where whisky can still be had 18. 8d. and 28. 1d. is charged for the "nip." These prices do not include tips, which run from 1d. to 2/6d.

Bottles of whisky sell at 21 to 21 7s. 6d., and rum, which before the war was 3s. 6d. a bottle, is now 10s.

Ordinary tobacco is 8d. for 40 grammes, a little over an ounce, when and where it can be had. But you may enter the shops in a hundred without finding any.

"Nothing to smoke." "No French or foreign tobacco or cigarettes, cigars only"—so run the notices on most of the tobacco-shops doors.

It is the truth to say that it is easier to obtain English than French tobacco. But the prices! A four-ounce tin of a mixture not by means the dearest in England costs 8s. 4d. here, and the price of a popular cigarette is 1s. 1d. for 10.

HONGKONG DEFENCE CORPS.

ORDERS FOR INFANTRY BATTALION BY MAJOR H. A. MORGAN.

"G" COMPANY.

The parades ordered for Nos. 5, 6, 7 and 8 Platoons yesterday (30th instant) are postponed to Thursday, 1st August.

C. E. STEWART, Capt., Adjutant, H.K.D.C.

Hongkong, 30th July, 1918.

HONGKONG POLICE RESERVE.

ORDERS ISSUED BY MR. P. C. JENKIN, C.B.E.

LONG LEAVE.

Section, Platoon and Company Commanders are required to at once send to Headquarters Offices (through the Company Commanders) all correspondence or other papers in their possession relative to the granting of leave from the Colony to members of their units who have not yet returned to the Colony or reported for duty.

DEPARTMENTAL ORDERS.

The words "including the return of the word" are to be written in after the word "duties" at the end of D.O. 7 (11), page 7.

PROMOTION.

Sergeant 637 Faithful to rank of Crown-Sergeant, Search Supervisors' Squad, vice Crown-Sergeant 458 Brock, resigned.

By Order, T. F. HOGAN, A.S.P. (R.) and Adjutant.

July 30th, 1918.

AN EXTRADITION CASE.

APPLICATION FOR WRIT OF HABEAS CORPUS.

FULL COURT DISMISSES THE APPEAL.

At the Supreme Court, yesterday, the Chief Justice (Sir William Rees-Davies, K.C.), and the Puisne Justice (Mr. Justice Gompertz) heard an application for a writ of Habeas Corpus to be issued directing the Superintendent of Victoria Gaol to show cause why Lo Sheung, now in custody, should not be discharged.

Mr. H.E. Pollock, K.C. (instructed by Mr. F. X. d'Almada) made the application, while the Attorney-General (the Hon. Mr. J. H. Kemp, C.B.E.), appeared for the Crown.

The accused was arrested in Hongkong and application was made under the Chinese Extradition Ordinance for the man to be extradited to Canton, on a charge of murdering another Chinese, named Li Fat-cheung, on November 9th, 1917. The case came on at the Magistracy before Mr. J. R. Wood, who granted the order asked for. Mr. Pollock sought the man's release on the ground that the man has never been formally accused in China, and also that no real case has been made out for the man's extradition.

The Hon. Attorney-General said that in recent Habeas Corpus cases tried before the Supreme Court the fugitive had begun, but he wished to submit to their Lordships that the proper procedure was that the person who was actually in charge of prisoner should begin. He did not think that question had ever been settled or even raised before.

The Chief Justice replied that the question had been raised and fully discussed when he first sat. It was decided that it was obviously incumbent on the fugitive to start. The procedure now was the procedure adopted at home. A rule nisi was granted calling upon the person in charge of the prisoner to show cause.

The Attorney-General in England it is the other way; it is the rule for the Crown to begin.

Mr. Pollock said it was the common practice here, as well as in England, that the prisoner should begin. The whole question stood on one point—on whom rested the burden of proof.

The Chief Justice: The custom at home is as the Attorney-General has stated.

Mr. Pollock replied that the point was obviously one which touched upon the liberty of the party. Obviously, it rested upon him to begin, because if he was not to begin the position would be that, supposing neither the Attorney-General nor himself addressed their Lordships, their Lordships would say that the man should be discharged. He thought he had a right to have that matter enquired into.

Mr. Justice Gompertz: Taking your own position, you have the order nisi. The onus must be on the gaoler.

Mr. Pollock then cited several authorities in support of his contention.

The Chief Justice, addressing the Attorney-General, said he thought, it would save time if Mr. Pollock began. Of course, that ruling was not to be regarded as establishing a precedent.

Mr. Pollock began by referring to an affidavit by Mr. F. X. d'Almada stating the grounds on which they were seeking the writ and went on to deal with the point of law. He said that a fugitive criminal under the Ordinance meant a subject of China accused of an extradition crime committed within the jurisdiction of China. They contended that a man could not come under that Ordinance unless the conditions precedent had been performed, i.e., that he had been accused of an extradition crime. Until a man became a fugitive criminal within the interpretation of the Section, no steps could be taken under the Ordinance.

Mr. Pollock explained that a man must be formally accused of murder before he could be extradited for it, and proceedings must have been commenced in China against him for that crime. There had to be a formal accusation before a Chinese magistrate or other judicial person. It was not sufficient for one man to say that the accused had committed some crime, but actual proceedings had to be instituted. Mr. Pollock referred to the case tried in Hongkong of The King v. Son On Nam, in which Mr. Slade argued the point. He also referred to some documents in this case which showed that it

(Continued at foot of next Column.)

RICKSHA AND BICYCLE IN COLLISION.

REVENUE OFFICER SUMMONED FOR ASSAULT.

An accident occurred on Monday afternoon, at 430, on the Ting Lok Lane leading to Wong-nai-cheung Road, near the Bowring Canal. A Chinese youth riding a bicycle ran into a ricksha, overturning the ricksha and causing injury to the lady occupant.

It was alleged that the occupant of the second ricksha, Inspector Wildin, a Revenue Officer, stopped his ricksha and got hold of the cyclist and struck him with a walking stick many times.

As a result the Chinese youth charged Inspector Wildin at the Hongkong Magistracy with assault.

Mr. W. B. Hind appeared for the complainant and Mr. Crow for Inspector Wildin.

The complainant said the ricksha coolie was on the wrong side of the road and that he was not the cause of the accident, which was due to the lady stopping the ricksha and coming out hurriedly. The ricksha thus overturned. The lady called upon the European to strike the cyclist, and Inspector Wildin struck him on the arm, wrist and thigh. Complainant said he had been cycling for the last two years and never rode in a zig-zag manner.

Inspector Wildin stated that he saw the complainant riding his cycle on the wrong side of the road. The ricksha was overturned and the coolie thrown down. Complainant got mixed up with the ricksha coolie and they fell together. Complainant tried to run away into a house ten yards away, and another Chinese boy took charge of the bicycle. The lady occupant was witness' sister. She was not thrown out but jumped as the ricksha was going over and sprained her ankle.

Mr. E. D. C. Wolfe said the complainant was responsible for the accident, but the defendant had no right to assault him. Therefore, he fined him \$1 for taking the law into his hands.

THE WANCHAI MURDER.

QUESTION OF THE PRISONER'S SANITY.

At the Hongkong Magistracy, yesterday afternoon, Mr. P. W. Goldring informed Mr. E. D. C. Wolfe that he wished to have Luk Chi, the man who is charged with the murder of an amah at Wanchai, medically examined by an outside doctor, in conjunction with the Gaol doctor in order to test his sanity. Mr. Goldring added that he was already in communication with the Government on the subject, and thought he would inform the Magistrate of the matter.

was not until several months after the murder that the fugitive was accused of being connected with it. Before that the man had been described as a notorious robber, and it was not until comparatively recently that the crime of murder had been brought against him. The extradition was being sought upon a charge of murder and not robbery. Mr. Pollock added that there was no evidence at all to show that his client had committed the murder.

His Lordship said he was of the opinion from the depositions that there was *prima facie* evidence that would justify a magistrate committing a fugitive for trial, and, therefore, the Court did not deem to hear the Attorney-General on that point; but the Court would like to hear the Attorney-General's argument on the point as to whether the fugitive was accused in China.

The Attorney-General said the position the Crown took up was that no accusation in China and no formal accusation at all was necessary before action could be taken under the Ordinance. It was quite sufficient if the fugitive was in fact accused of the crime for which his extradition was demanded. The fact that he was accused in the requisition of the Governor of Kwangtung of the crime and in the depositions of the witness was sufficient accusation. Nevertheless, the Attorney-General said he was prepared to show that there was in the present case ample evidence of accusation in China and of a formal accusation by an official or an official body. The Attorney-General then dealt with the depositions in support of his contention.

The Chief Justice, in giving judgment, said he expressed no opinion on the charge of murder which had been preferred. All he had to decide was whether the magistrate acted regularly in issuing a warrant for the man's arrest. He had no hesitation in saying that on the evidence before him the magistrate was thoroughly justified in committing the man for trial. He was of opinion that the requirements of the Ordinance had been complied with, and the rule nisi was discharged.

JOVE STRIKES THE UNIVERSITY.

THE CURIOUS BEHAVIOUR OF LIGHTNING.

[BY PROFESSOR MIDDLETON SMITH.]

It has been suggested that, as so many stories have been current locally as to the damage done to the University buildings by lightning, some sort of an explanation should be given of what really did take place. It can be said, at once, that the actual destruction of property appears to be practically insignificant, although the proverbial "good joss" which has attended the University since the laying of the foundation-stone must have been mostly responsible for its escape from any real damage.

The facts of the case appear to be quite simple—almost disappointingly simple. The structure affected is called "the main building," a name which distinguishes the block in which lectures are given and laboratory classes are held from the residential quarters and the medical schools. It was the building presented by the late Sir Hormusjee Meo and it is the most prominent by reason of its granite columns, its unusual general appearance and the collection of minarets which adorn the roof. A feature of the building is the central tower, obviously intended to carry a clock, but, like the tower of the railway station at Kowloon, bearing a curiously vacant appearance, as it contains no timepiece.

(It is said, of course, that people do not worry about time in the Far East; but still, it does seem a pity to have a clocktower without a clock. And even if time is not money we cannot, even in the Far East, altogether neglect the passing of time.) It was this central tower which caught the eye of Jove, and, at his command, the lightning flashed from the sky to the flagstaff at the top of this tower. Perhaps the obvious contempt for time irritated Jove.

It was a wonderful flash; anyone in the harbour who saw it must have had a unique experience. My house is not very far away, and, although sitting with my back to the window overlooking the University, the lightning seemed to jump right across my eyes. Formerly it was difficult to understand that anyone could be alarmed at such a common natural phenomenon as the flashing of lightning. In future it will be easy to understand that such a flash can strike terror into the minds of those who are near to it as it reaches the earth.

The clock-tower carries a wooden flagstaff and the flag is pulled up and down by a steel cord. This cord was hanging loosely, the lower end happening to be resting on an iron hand-railing which runs alongside the flight of stairs up to the top of the tower. The lightning split in halves, as if Jove had used a sword, the circular wooden disc at the top of the flagstaff. It then ran down the wire rope on to the railing, and then, where the railing ended in a floor built of reinforced concrete, it became nasty. Indeed, it was fortunate that the floor had reinforcements of steel in it, for at the base of the railing the concrete was shattered, and evidently the lightning found a path along the steel rods, which spread out in a most approved fashion. It was not altogether happy, because where the floor meets the outside wall it leapt across-boring a hole through the concrete—until it reached a lead-covered electric-light wire. It wrecked the fuse-box to which this wire was connected, but it did not run past it. It is hardly likely that the fuses melted so quietly that it could not go past them; it is difficult to understand why it did not go much further along the circuit.

If anyone had been holding on to the iron railing of the staircase when the lightning ran along it he would have had a very uncomfortable experience. It is not the orthodox path for lightning to reach the earth, and, of course, there should have been a proper lightning conductor at the top of the tower. It is only fair to the scientific staff of the University to state that a suggestion to that effect was made by them some years ago, but it was not acted upon.

The usual material of which lightning conductors are made is copper, with a conductivity of not less than 90 per cent. pure copper. Iron is used sometimes, but it should not weigh less than 2½ lbs. per foot run. In this damp climate all metals oxidise rapidly if exposed to the atmosphere. In the instructions to be found in a well-known engineer's pocket-book it is stated, in connection with the protection of factory chimneys, that, for lightning conductors "oxidation of the joints must be carefully guarded against." It is also recommended that

such chimneys should have a copper band round the top, with stout, sharp, copper points, each about one foot long, at intervals of 2 or 3 feet throughout the circumference. The rods should be connected with all bands or metallic masses in or near the chimney.

It is of interest to note that "as far as practicable, it is desirable that the conductor be connected to extensive masses of metal, such as hot-water pipes, etc., both external and internal; but it should be kept away from all soft metal pipes and from internal gas-pipes of every kind." It is quite evident that the steel used for reinforcing the upper floor in the building, where the hand-rail ended, offered many paths for the electricity to run to earth. It may be that in future the advocates of reinforced concrete will find this an additional argument in favour of the material!

Although the word meteorology, as generally used to-day, refers to phenomena relating to the weather or climate, it might be translated literally as the science relating to meteors. And the word meteor was originally used to signify all phenomena occurring in the skies, whether astronomical or merely atmospheric, comparatively recent electrical researches in the laboratories of physicists have enabled them to explain atmospheric phenomena, such as the luminous effect of auroral displays, which take place in rarefied air. There is now no doubt as to the nature of lightning: it is an immense electric spark caused by a sudden discharge of electricity. The accumulated electrification of the upper atmosphere, in the case of lightning, is suddenly discharged: the aurora permits the escape or discharge to take place slowly.

It was the illustrious American philosopher, Benjamin Franklin, who first suggested that lightning was an electrical discharge, and to him belongs the honour of initiating the use of lightning conductors in about 1749. There is always some danger, however well protected a building may be by lightning conductors, for the path by which atmospheric electricity reaches the earth is most erratic.

There is also some danger in making experiments on the subject. A Russian experimenter, Professor Richmann, had arranged a vertical rod from the roof of his laboratory, and had connected this to a metal ball on the ceiling of the room. But he had not provided any possible way of escape for the electricity to earth, and, on coming near to the ball, his body formed a conductor. The result was quite sudden, and if not any more painful to the Professor than is the electric chair in America to the criminal, yet it was probably inconvenient to his relatives.

The electrical disturbances associated with lightning set up air vibrations or sound waves. They travel at an almost casual speed, as compared with the speed of the light waves of the electrical discharge. Sound reaches us at the rate of 1,100 feet per second, but light travels through the ether at an immense speed, not far short of 200,000 miles per second. That is why the sound of the thunder takes so long to reach us as compared with the lightning flash. The sound travels at about the rate of one mile in five seconds. It we count fifteen seconds between the flash and the sound, the thunder has travelled about three miles.

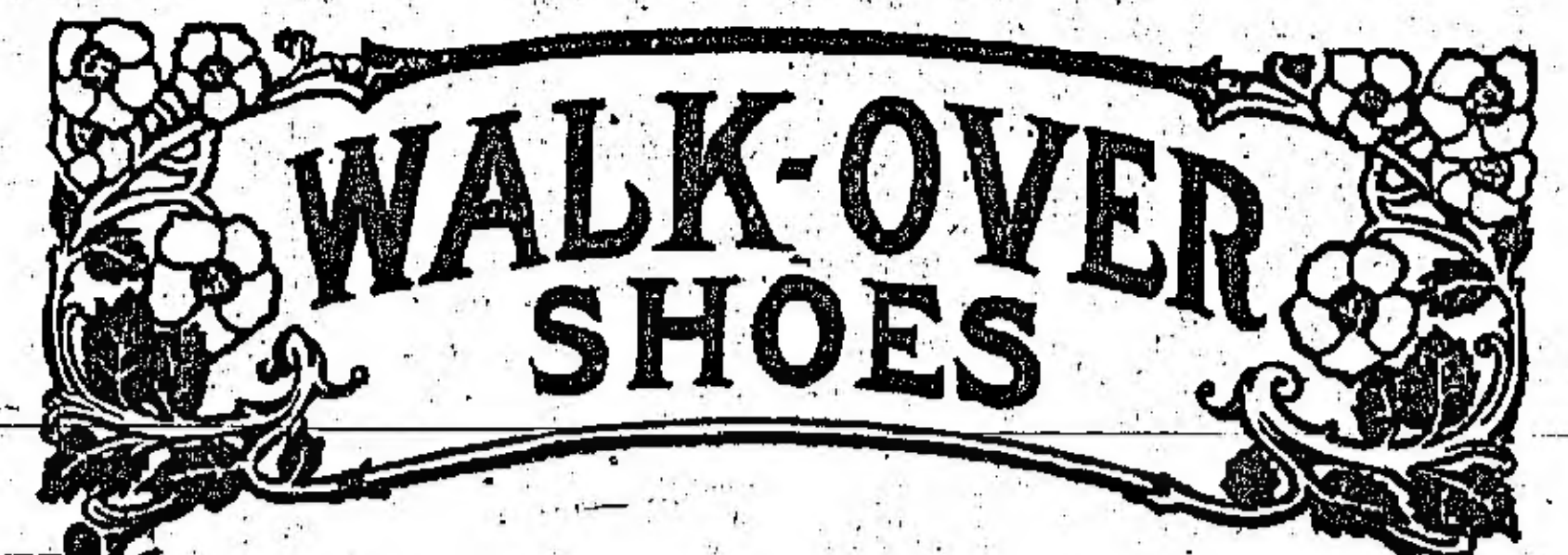
The jar of the blinding flash which struck the University main building caused me to look up the subject in the books in my small scientific library. One of them states that a lightning flash has sparked across a distance of one mile. As it takes an electrical pressure of one thousand volts to cause electricity to jump across a tiny air-gap of one-hundredth part of an inch we may form some idea of the enormous electric pressure required to spark across one mile.

It may be of interest to Peak residents to know that an electrical discharge, such as lightning, clears the atmosphere of fog. The phenomena can easily be demonstrated in the laboratory, and Sir Oliver Lodge has urged its practical application. The only difficulty—one all too common—is that of expense. A generation that discovers how to obtain electricity by some very economical method—let us say, at a cost of one cent per hundred units—may be able to live on the Peak and simply pulverise the arch-enemy of that district by switching on electricity. That generation will also find that the growth of the flowers in the gardens will be greatly stimulated by these electrical discharges.

Last year it was my ill-fortune to be travelling along the coast near Swatow. When a tropical storm arose (it was called a typhoon by the strippers and it was unpleasant enough to be called anything). A curious phenomenon, known as St. Elmo's Fire, was noticed by the passengers. It can be described as luminous electrical discharges slowly escaping from the masthead. The sailors regarded the phenomena as "good joss." No damage follows; these rather pretty pranks of atmospheric electricity.

It is only a few months ago that some of us who were at work in the main building of the University felt the full effect of the earthquake shock. One of my friends, who makes a hobby of study-

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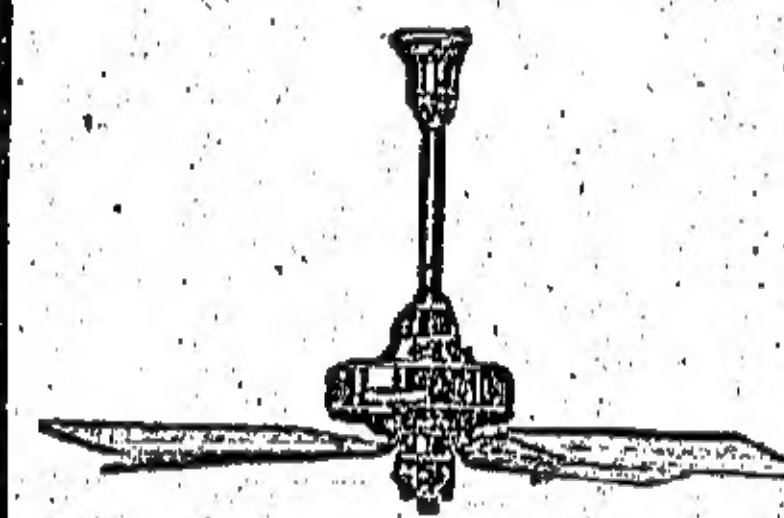
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SALE

OF SLIGHTLY SOILED AND SURPLUS GOODS.

Having taken more commodious premises for our GENTLEMEN'S TAILORING AND OUTFITTING DEPARTMENTS we are holding this SALE to clear all oddments—thus opening the NEW PREMISES with a FRESH AND UP-TO-DATE STOCK ONLY.

BARGAINS in

SHIRTS, PYJAMAS, TIES, SOCKS,

BOOTS AND SHOES, ETC., &c.

ing such unpleasant things, assured me that a few more tremors at that time and the whole edifice would have fallen. It so happened that, at the time of the earthquake, my innocent experiments of some steel bars were being made in the basement of the building, from which there would have been small hope of escape. Now the lightning seems to have miraculously missed causing considerable damage. It is to be hoped that the University building will be satisfied now with the quiet life associated with academic institutions.

Without wishing any ill-fortune to the property owners or householders of the

Peak, it may be excusable to express surprise that the path of the lightning was not from the sky to the highest edifice on the island. It may be that the University central tower was the highest point near to the clouds over the harbour. One curious fact, showing that rumour travels through the Colony almost as rapidly as lightning, may be mentioned. The first news that reached me of any damage done to the University came from the Club. A friend rang up to enquire if it was true that the University buildings had been badly damaged. The answer was in the negative. Then an inspection was made to see if anything had happened.

NEW ADVERTISEMENTS

WANTED.

FOR HOTEL in Shanghai, Experienced BOOKKEEPER, unmarried. Board and Lodging free.
Reply stating age, qualification and references to—
Box 2274,
Care of "Daily Press" Office
(2274)

NOTICE.

OWING to the uncertainty of the weather the "At Home" arranged for this afternoon at the Ladies' Recreation Club WILL NOT TAKE PLACE until further notice.
W. WILKINSON,
Hon. Secretary.
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THE HONGKONG ROPE MANUFACTURING CO., LTD.

AN INTERIM DIVIDEND OF ONE DOLLAR (\$1) per Share for account 1918 will be Payable on THURSDAY, the 15th August, 1918. Shareholders are requested to apply for Dividend Warrants at the Company's Offices, St. George's Building, Hongkong.
The TRANSFER BOOKS of the Company will be CLOSED from SATURDAY, the 10th August, 1918, to THURSDAY, 15th August, 1918, both days inclusive.
SHEWAN TOMES & Co.,
General Managers.
Hongkong, 30th July, 1918. (2275)

"GLEN" LINE OF STEAMERS, LIMITED.

NOTICE TO CONSIGNEES.

FROM EUROPE AND STRAITS.

THE Steamship

having arrived from the above ports, Consignees of Cargo by her are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company Limited, whence, and/or from the wharves delivery may be obtained.
Goods not cleared by the 6th Aug. 1918, at 5 P.M., will be subject to forfeiture.
All broken, stained and damaged packages are to be left in the Godowns where they will be examined by Messrs. Goddard & Douglas, on 6th Aug., 1918, at 10 A.M. Claims against the Steamer must be presented within 10 days of arrival otherwise they will not be recognized.
No Fire Insurance will be effected by us in any case whatever.
Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Ltd., Agents.
Hongkong, 30th July, 1918. (2276)

THE DIOCESAN BOYS' SCHOOL.

NEXT TERM begins on MONDAY, September 9th, 1918.
Parents and New Scholars can see the Headmaster on September 7th and 8th, from 9 A.M. to 1 P.M.
The Prospectus and Syllabus for 1918-1919 can be obtained now on application to the School.
Rev. W. T. FEATHERSTONE, M.A. (Oxon.),
Headmaster. (2266)

HONGKONG TRAMWAY CO., LTD.

NOTICE IS HEREBY GIVEN that an INTERIM DIVIDEND OF SEVEN PENCE per Share for the year ending 31st December, 1918, has been declared.
The DIVIDEND will be Payable on and after WEDNESDAY, the 21st day of August, 1918, to Shareholders on the Register on WEDNESDAY, the 7th day of August, 1918, and will be paid to Shareholders on the Colonial (Hongkong) Register at the exchange rate of 3/4 per Dollar.
By Order of the Board,
W. E. ROBERTS,
Secretary.
Hongkong, 29th July, 1918. (2267)

THE STEAM LAUNDRY CO., LTD.

THE SIXTEENTH ORDINARY GENERAL MEETING OF SHAREHOLDERS in the above Company will be held at the Office of Sir C. P. CHATER, C.M.G., on FRIDAY, 9th August, 1918, at 12.30 P.M., for the purpose of receiving the Report of the Directors with a Statement of Accounts to 31st May, 1918.
The TRANSFER BOOKS of the Company will be CLOSED from the 3rd August to the 10th August, both days inclusive.
C. BEINARD BROWN,
Secretary.
Hongkong, 27th July, 1918. (2268)



NOTICE.

ANY EUROPEAN, Non-Asiatic or Chinaman desiring to leave the Colony should apply in person at the CENTRAL POLICE STATION between the hours of 9 A.M. to 1 P.M. and 2 P.M. to 4 P.M. daily.
Applicants will be required to produce Passports or Identification papers.
All persons with certain exceptions who remain in the Colony for more than 7 days are required to Register themselves under the REGISTRATION or PERSONS ORDINANCE 1916.
Forms of Registration giving the particulars required may be obtained at the G.P.O. and at all Police Stations.
The Penalty for non-compliance is a fine not exceeding \$50.

AUCTIONS

PUBLIC AUCTION.

THE Undernamed has received instructions to sell by Public Auction, TO-DAY (WEDNESDAY), the 31st July, 1918, commencing at 2.30 P.M., at "Abertholwyn" No. 14, Peak Road,
A QUANTITY OF
VALUABLE HOUSEHOLD FURNITURE,
Comprising—

Tapstry Covered Drawing Room Suite, Teak Dining Tables, Teak Overmantels, Lady's Writing Desks, Brass and Copper Fenders, Teak Flower Stands, White Lace Curtains, Pictures and Porcelain, Marble Mantel Clock, Brass Clock in Case (360 days), Draught and Fire Screens, etc., etc.
Extension Dining Table and Chairs, Teak Sideboard with Mirror, Dinner and Dessert Services, Cut Glass and Silver Ware, etc., etc.
Double and Single Brass Mounted Bedsteads, Double Wardrobes with Mirrors, Marble Top Teak Washstands and Dressing Tables, Rattan Chairs and Tables, Toilet Crockery, etc., etc.
Bathrooms, Pantry and Kitchen Utensils.

Also
A FINE ASSORTMENT OF
CANTON BLACKWOODWARE,
Comprising—

Cupboard Cabinet, Couches, Armchairs and Chairs, Lady's Desk, Tea Table, Wall Brackets, Flower Stands, Toppies, Square Tables, Overmantels, etc., etc.

Plants in Pots, Electric Ceiling Fan and Light Fittings, etc., etc.
N.B.—All the Teak Furniture is light stained.
On view from TUESDAY, the 30th July, 1918. Catalogues will be issued.
Terms.—Cash on delivery.
GEO. F. LAMBERT,
Auctioneer. (2269)

G. R. PUBLIC AUCTION.

PARTICULARS and CONDITIONS of the letting by Public Auction Sale, to be held on TUESDAY, the 6th day of August, 1918, at 3 P.M., at the Offices of the PUBLIC WORKS DEPARTMENT, by Order of His Excellency the GOVERNOR, of One Lot of CROWN LAND at Battery Street, in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a CROWN RENT to be fixed by the Surveyor of His Majesty the KING, for one further term of 75 years.

PARTICULARS OF THE LOT.

No. of Sale	Registry No.	Locality	Boundary Measurements (Approximate)	Contents	Area in Acres	Upset Price
1	100	Battery Street	100 feet by 100 feet	100 sq. ft.	0.0023	11,500

G. R. PUBLIC AUCTION.

PARTICULARS and CONDITIONS of the letting by Public Auction Sale, to be held on TUESDAY, the 6th day of August, 1918, at 3 P.M., at the Offices of the PUBLIC WORKS DEPARTMENT, by Order of His Excellency the GOVERNOR, of One Lot of CROWN LAND at Babbington Path, in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a CROWN RENT to be fixed by the Surveyor of His Majesty the KING, for one further term of 75 years.

PARTICULARS OF THE LOT.

No. of Sale	Registry No.	Locality	Boundary Measurements (Approximate)	Contents	Area in Acres	Upset Price
1	100	Babbington Path	100 feet by 100 feet	100 sq. ft.	0.0023	3,750

WANTED.

LADY LEAVING THE COLONY can thoroughly recommend Baby Amah. Good worker and reliable in every way. Apply to—
Box 247,
c/o "Daily Press" Office.

WANTED.

PIANO, preferably Baby Grand. Good make and condition essential. Full particulars to—
Box No. 2257
Care of "Daily Press" Office.
(2257)

WANTED.

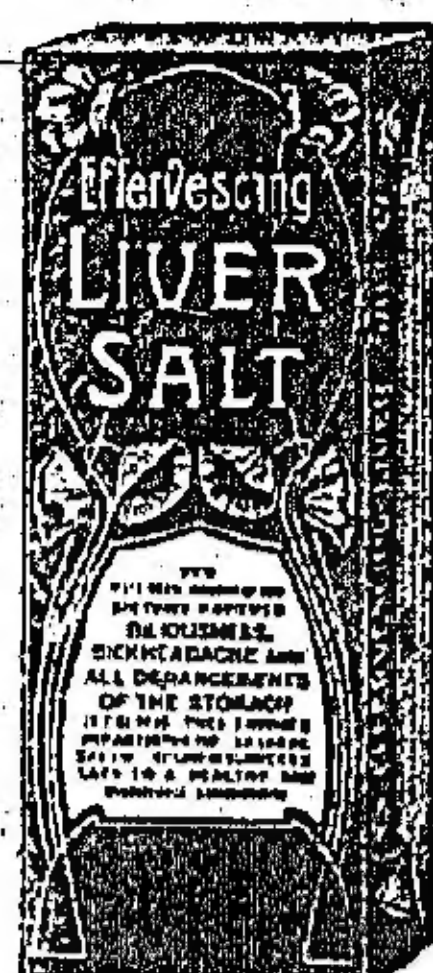
EXPERIENCED CHINESE STORE-KEEPER.
Apply in own writing, with copies of references, stating age, experience and salary required, to—
W. S. BAILEY & Co., Ltd.
(2268)

PLANTING PAKRO SEEDTAP is easy. You do not have to replant or transplant, because the seeds germinate and are the correct distance apart.

GRACA & CO.
No. 10, WING LUN STREET,
HONGKONG.
P.O. Box 820. (2265)

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A SAFE AND GENTLE

APERIENT

making a Pleasant, Cooling and

Refreshing Drink.

SOLD ONLY BY

A. S. WATSON &
CO., LTD.,
HONGKONG DISPENSARY.
TEL. 16. (18)

BIRTH.

NEWELL.—At Landless, No. 1294, The Peak, on July 30th, the wife of Mr. S. G. NEWELL, of a son. (2273)

MARRIAGE.

DOWLING—McGUCKIN.—At St. Joseph's Church, Shanghai, by the Rev. Father Kennedy, S.J., on July 25th, and afterwards at H.B.M. Consulate-General, FRANK LEO DOWLING, third son of Mr. and Mrs. William Dowling, of Dublin, to KATHERINE, eldest daughter of Mr. and Mrs. Charles McGuckin, of Akron, Ohio, U.S.A.

DEATH.

CRANGLE.—At Prestwick, Ayrshire, Scotland, on June 2nd, FRANK CRANGLE, aged 42 years, former Chief Engineer, C. N. Co., Shanghai.

HONGKONG OFFICE: 10A, DES VOUX ROAD, C. LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, 31st JULY, 1918.

CHINA AND THE VATICAN.

A most important change in the attitude of China to the Western world of thought is revealed in the announcement that the Cabinet has decided to appoint a Minister to the Vatican. Were it not for the war this action on the part of the Chinese Government would be hailed as a most notable advance, and a signal departure from the old exclusiveness with which the Chinese sought to encompass themselves. It is not to be interpreted in any narrow sense as a triumph for Roman Catholicism. It is simply an indication of China's desire to fall into line with other nations. The reasons for the present decision are not known. Occasionally, when innovations are announced by Presidential mandate, some explanation is given of the wisdom or expediency of the steps taken, but the mandate which made public the arrangement under notice did not afford any enlightenment. It was simply a bald statement of fact. That it is difficult to explain adds to, rather than detracts from, its interest. Ordinarily the sending of a diplomatic representative to the Pope is confined to Roman Catholic States, and, from the religious point of view, at any rate, a nation whose official religion is Confucianism would naturally be considered

as among the last to enter into diplomatic communication with the Holy See, though it is well to remember that some forty years ago the French Minister in Peking suggested that the Chinese Government might be approached to see if it would receive a direct representative of the Vatican to assume charge of Roman Catholic interests in China. The reason for such a suggestion may have been appreciation of the fact that France, which had severed most State entanglements with the Holy See, was the guardian of Roman Catholic interests in China. As a matter of fact, she still holds that position, but will soon be relieved of it by the Papal Nuncio who has just been appointed. Had greater tact and circumspection been exercised by the Pope and his representatives, especially at the time of the popularity of the Jesuit Fathers with the Chinese Imperial Court, China might have been won over wholly to Christianity and the course of history in the Orient thereby materially changed. This recalls the famous controversy of the 17th and 18th centuries known as that of the Chinese Rites, which divided the whole missionary body. The controversy arose over two distinct questions—first, the Chinese name for God; and, secondly, whether ancestral worship as well as the honours which the *literati* paid to Confucius should be allowed. Father Ricci, who reached Peking in 1601 and opened the long chapter of modern Christian Missions in China, preferred the term *T'ien-chu* (Lord of Heaven) as most appropriate for designating God in Chinese. But in studying the ancient classics he became convinced that the two terms *T'ien* (Heaven) and *Shangti* (Supreme Ruler) designated equally well the true God, Sovereign Lord of all things. He admitted that later writers, following the commentaries of Chu Hsi, explained *T'ien* and *Shangti* as being the material heavens, but this interpretation did not seem to him to be based upon the texts of the Ancient Classics. He conceded to his converts, therefore, the indiscriminate use of the three terms *T'ien-chu* (Lord of Heaven), *T'ien* (Heaven), and *Shangti* (Supreme Ruler) for designating the true God. Violent discussions arose over this decision. In 1704 and again in 1715 Pope CLEMENT XI, without deciding on the meaning of the terms *T'ien* and *Shangti* in the Ancient Classics, forbade the converts using them for designating the true God on account of the danger which they offered owing to the actual interpretation attached to them. Ricci also sanctioned ancestor-worship, not the Buddhist or Taoist practices, but those peculiar rites whereby the ancient Chinese honoured their dead. He also permitted those honours paid to Confucius by the *literati* successful in their examinations and by officials. Those rites consisted in kneeling on the ground and howing, burning incense, and offering meals before the ancestral tablets. To Ricci they seemed but the manifestations of respect and thanks which disciples owed to their masters or children to their parents, and to be similar to those honours paid to officials, teachers, parents, and friends while still living. Of the honours paid to Confucius, Ricci allowed only those which were compulsory for *literati* successful at their examinations; thus, he did not permit the more solemn (which some call sacrifices) paid at the equinoxes before the tablet of Confucius, although he did not see in these anything savouring of superstition. Such toleration, however, was in Ricci's opinion but temporary—that is, until Christian practices were thoroughly implanted among converts, who would then honour their dead in accordance with the usual rites of the Catholic Church. Others entered the missionary field who disapproved of such toleration, and the history of Christian missionary effort in China is largely that of the controversy which ensued on this highly debatable subject. Too often the priests who participated were animated by jealousy rather than doctrinal doubts, and it so happened that what the Pope approved in error was revoked when the circumstances were placed before him. Nor was the problem solved when the Jesuits in Peking secured in 1704 a declaration from the Emperor K'ang Hsi that the honours paid to Confucius and to ancestors were of a purely civil and political character and in no wise religious. The adversaries of the Jesuits immediately accused them of having submitted to the judgment of a pagan prince strictly religious questions, though, in reality, they had simply requested the Emperor, as "head of the *literati* and supreme legislator of China," to declare officially what were the customs

of the country. The interpretation given by K'ang Hsi gave offence to the Court of Rome, and proved more harmful than useful to those who upheld the Rites. On the November 20th, 1704, the Holy Office published a decree, approved by Pope CLEMENT XI, which, while prohibiting the use of the terms *T'ien* and *Shangti* for designating the true God, forbade also certain honours hitherto allowed in worshipping ancestors and Confucius, because such honours, as then practised, were tainted with superstition. K'ang Hsi replied by issuing the decree ordering all missionaries under penalty of expulsion from the country to be furnished with a *placet* (*p'iao*) authorising them to preach the gospel, and announcing that it would be granted only to those who promised to approve the rites of the country. History shows K'ang Hsi to have been an enlightened ruler. Certainly he was more liberal-minded than the Pope of that day, for he dispatched to CLEMENT XI, a Jesuit Commission for the purpose of enlightening the Pontiff and obtaining the withdrawal of the decree issued by His Holiness in 1704. The Mission proved unsuccessful. It need occasion no surprise that the converts in the literary and official classes for the greater part preferred to give up the practice of their religion rather than abstain from rites the non-performance of which would deprive them from all official functions and literary rank. K'ang Hsi, highly displeased with the Papal decision, ordered the Board of Rites in Peking to proscribe the practice of the Christian religion throughout the Empire (April 16th, 1717). Persecution immediately broke out in the provinces, where the local officials, generally hostile towards the Christian religion, were only kept within bounds by the favourable attitude the Emperor showed to the missionaries. "To alleviate the hardships of the Church in China," the Holy See subsequently sanctioned certain modifications which suggested mental reservations and called for "necessary explanations," but these concessions did not end the conflict. YUNG CHING, who succeeded K'ang Hsi, relentlessly persecuted Christian converts, irrespective of their attitude to the Rites. Meanwhile, the Missionaries were much divided among themselves, some maintaining they could conscientiously avail themselves of the concessions above referred to, while others considered these as being contrary to the constitution *ex illo die* published by Pope CLEMENT XI. A fresh inquiry into the matter was commenced at Rome under CLEMENT XII, and continued under BENEDICT XIV., but the net result was the re-affirmation of the decree of CLEMENT XI, forbidding the rites. It is still enforced and faithfully observed at the present day.

Messrs. Dodwell & Co. have donated Tls. 1,000 to the British Schools Endowment Fund, Shanghai.

The local office of the China Mail Steamship Co., Ltd., is in receipt of a telegram advising that the s.s. *China* left San Francisco on Saturday, July 27th.

The "At Home" arranged for this afternoon at the Ladies' Recreation Club has been postponed owing to the weather.

An interim dividend of \$1 per share is declared by the Hongkong Rope Manufacturing Co., Ltd.

A verdict of death due to an overdose of chloroform, taken inadvertently, was returned at an inquest held at Shanghai on July 26th on the body of Miss Jean Fraser, assistant matron of the Thomas Hanbury School for Girls.

The following cases of communicable diseases were notified in the Colony during the week ended July 27th:—Bubonic plague, 16 (15 deaths); cerebro-spinal fever, 6 (1 death); enteric fever, 3 (1 death); and diphtheria, 1 (1 death). There was one Japanese sufferer; all the rest were Chinese. On Sunday and Monday there were 3 cases (3 deaths) of bubonic plague, 2 cases (2 deaths) of cerebro-spinal fever, and one case (one death) of enteric fever—all Chinese.

HONGKONG TRAMWAY CO., LTD.

The approximate statement of traffic receipts for the week ending 27th July is as follows:—

	Receipts for week.	Aggregate receipts for 30 weeks.
This Year	\$15,132	\$409,306
Last Year	11,669	400,156
Increase	3,472	9,150

FAR EASTERN CABLE NEWS.

[THROUGH REUTER'S AGENCY.]

CZECHO-SLOVAKS' SUCCESS.

VLADIVOSTOK, July 29th.
The Czecho-Slovaks have occupied Schmunkov, 200 vests north of Nikolaievsk, with considerable military stores.

[BY COURTESY OF THE "CHUNG NGOI SAN PO."]

THE PRESIDENCY.

Fung Kue-chang has stated that he will not accept the Presidency even if elected. He favours the election of Tsu Sui-chang. Disagreement is reported in the Anfu Society over the election of President.

CANTON NEWS.

[BY COURTESY OF THE "CHUNG NGOI SAN PO."]

July 29th.

We are informed that, owing to the proposal to raffle warbonds having failed, the Treasurer has gone to Hongkong to secure a loan of one million dollars from a certain firm to maintain the current market in Canton.

A message from Swatow states that the Canton forces, after bitter struggles, have recaptured Wongkong. Fukien troops are approaching from three directions to attack the Canton forces.

ARMISTICE ON THE HUNAN FRONT.

We are informed that Ng Pui-fu, the Northern leader on the Hunan front, has joined with Chan Kwong-yuen, the Tsuchun of Kiangsi, in consulting the South-West provinces on the subject of peace. They will send their armies to oppose the Northern troops' march southwards if the Peking Government refuses to make peace.

Special cables have been sent to Shun Chun-huen inviting terms.

CANTON, July 30th.

HOUSE RENT TAX.
The director of the Raise Fund bureau, in view of the objections raised by the police officers to the house-rent tax, has invited the latter to consult with him on August 1st as to better means of collecting the tax. It is said that more than half the gambling-houses have been closed in order to escape being forced to pay the tax.

THE LUI-CHOW FRONT.
It is reported that the Lui-chow front has been very quiet since Lung's troops agreed to surrender. Over 3,000 of Lung's troops have been disarmed and more than 2,500 rifles have been taken over by the Canton leaders. A large sum is required to pay off these troops, who will be sent back to Yunnan.

It is reported that the Fukien troops in Wong Kong have suddenly attacked the Canton forces. Fighting has been in progress for two days. The Canton forces were badly defeated when heavy reinforcements were brought up to the Fukien troops.

It is stated that every native bank and rich man in Chiu-chow and Swatow is forced to subscribe one or two thousand dollars to supply the Canton forces, and uneasiness is, therefore, created amongst the people.

SUSPECTED MURDERER ACQUITTED.
Chow Kien, ex-director of the mines-depot, who was suspected of being the murderer of the late Admiral Ching Pih-kong, has been released after several trials. Chow, by Shun Chun Huen's order, is restored to his former position and engaged as adviser to the Tsuchun.

GENERAL MILITARY SERVICE TRIBUNAL.

TO-DAY'S AGENDA.

3.30 p.m.—Messrs. Lowe, Bingham & Matthews.—
A. E. Schulz—medically fit.
Rejected as unfit for service.—W. J. Woolley, T. A. Martin, and A. J. J. Martin.
3.45 p.m.—Robinson Piano Co., Ltd.—
P. H. Weston—medically fit.
(No unfit men of military age in this firm).
4 p.m.—Messrs. Caldwell, Macgregor & Co.—
E. W. S. Evans—medically fit.
(No unfit men of military age in this firm).
4.15 p.m.—Messrs. Jardine, Matheson & Co.—
E. F. Auctpitt—medically fit.
(The remaining men of military age in this firm were before the tribunal on July 6th).
4.30 p.m.—Hongkong Rope Manufacturing Co.—
D. G. Nicoll—medically fit.
(No unfit men of military age in this Company).

THE WAR.

ALLIED PRESSURE RENDER ENEMY'S POSITION INTOLERABLE:

GERMAN RETREAT BIGGER THAN ANTICIPATED.

GERMAN ECONOMIC COUNCIL INAUGURATED.

Franco-Belgian front.

LATEST CABLES.

[THROUGH REUTER'S AGENCY.]

BRITISH FRONT.

AUSTRALIANS CAPTURE TRENCHES.

LONDON, July 29th.
12.55 p.m.

Field-Marshal Sir Douglas Haig reports:—The Australians in the Morlaucourt sector captured two lines of trenches on a two miles front astride the Bray-Corbie road, capturing 100 prisoners and a number of machine-guns.

The enemy's casualties were heavy, but ours were light.

The Canadians twice successfully raided in the neighbourhood of Gavrelle.

PRISONERS AND GUNS CAPTURED.

LONDON, July 29th.
10.25 p.m.

Sir Douglas Haig states:—In a successful minor operation on the night of July 28th in the Morlaucourt sector we took 143 prisoners and 30 machine-guns. We gained all our objectives and beat off 3 counterattacks, inflicting losses.

FRENCH FRONT.

ALLIED PROGRESS ACCENTUATED.

LONDON, July 29th.
7.20 a.m.

Reuter's Correspondent at American Headquarters, telegraphing yesterday afternoon, states:—Thanks to the dense woods the whole enemy has been able to delay advancing parties and to hold up thousands with nests of machine-guns. Hence the enemy's losses are infinitesimal compared with the time gained. He has saved most of his guns, although obliged to destroy his ammunition.

The abandonment of the Marne, however, which the enemy held as long as possible in order to keep the important railway from Epernay to Chateau Thierry under observation will considerably accentuate our progress. Indeed, the pace has already quickened.

Already it is certain that the enemy will not stand on the Ourcq. No doubt, when we reach his prepared positions, we will find the enemy in great strength.

What the Germans have chiefly suffered is an immense setback to their plans, and possibly they will not be able to recover before the end of the campaigning season.

ENEMY LINE RENDERED INTOLERABLE.

LONDON, July 29th.
7.30 a.m.

Reuter's Correspondent at American Headquarters, telegraphing at nine o'clock last evening, stated:—The Germans desperately resisted on the Villeneuve Plateau, which was swept by gunfire after the French drove off the defenders. Eventually our batteries turned the balance of gun-power, and with the plateau won we had an ideal gun-platform which made the enemy's Ourcq line intolerable. The French and Americans were then able to advance on the open slopes at a rate hitherto impossible through the woods. Mounted troops are proving most useful, but the armoured cars and light tanks are ideal weapons for clearing out the nests both on the ground, in the trees, and on gun-platforms. The trees served the enemy admirably in the forest country. The American marksmen made sport of bringing them down, and, as an officer remarked, it was like capercailzie shooting.

NET RESULT OF GERMAN RETREAT.

LONDON, July 29th.
6.20 a.m.

The net result of the German retreat so far has been the Allied advance of 7 or 8 miles on a front of 20 miles, the capture of a score of villages and several important forests. The most valuable result strategically is the restoration of the Allies' great Paris-Chateau Thierry-Chalons railway, whereby the Champagne front is best re-ventilated and which is the most important factor in future developments. Action may now slow down, and even become stabilised for a time between Soissons and Rheims, where the Germans, apparently, are concentrating in great force, but the fact remains that the enemy is badly beaten. He not merely does not hold a single inch of the ground he gained on July 15th, but within a fortnight has been forced to abandon nearly half the advantages gained by the offensive on May 27th.

WILL THE ENEMY CONTINUE TO RETIRE?

The question now is, will the enemy settle down to resistance on the plateau south of the Vesle, or continue his retirement to the heights between the Vesle and the Aisne? The answer will depend upon the extent of his losses and the number of his reserves; and there are indications that so far his losses have not been excessive. It is regarded at least as certain that the salient will be flattened to a straight line from Soissons to Rheims, which will alone shorten the Allied line by 30 miles and lessen the demands for the Allied reserves.

The French papers are discussing the causes for the retreat. Some attribute it to the fall of Ouchy-le-Chateau, and others state that the brilliant British attack on Marfaux and Champaux is responsible, because it increased the threat on Fismes, which is the key to the whole salient.

ENEMY WITHDRAWAL A REAL ALLIED VICTORY.

LONDON, July 29th.
3.55 p.m.

The enemy has definitely abandoned the line on the Ourcq, and there is little doubt he will retreat behind the Vesle, which will give him a pretty straight line between Soissons and Rheims. This very good line, probably well entrenched, has good communications with the rear, and has also three railway lines behind the front. The villages between Soissons and Bazoches are on fire, apparently indicating that the Germans are about to retreat further.

The German withdrawal from the salient is a real Allied victory, but is in nowise a rout. So far only 100 prisoners and four guns have been captured.

NORTH OF THE MARNE UNCHANGED.

PARIS, July 29th.

A communiqué states:—North of the Marne there was no change at night-time. We captured 400 prisoners here yesterday.

FEW ENEMY PRISONERS TAKEN.

PARIS, July 29th.

A semi-official report states:—The number of prisoners captured in the retreat is not very high, because the Allies can only advance very cautiously in the variegated country which is favourable for defence by machine-gun nests, while the Germans left only weak detachments with orders to hold on to the last in order to enable the main body to get away. Thus the enemy's losses are relatively higher in killed than in prisoners. On the other hand, the booty is large, especially in engineering machinery. The Germans were able to remove their light artillery, but had to abandon their heavy guns, also most of their ammunition.

EARLIER CABLES.

ENEMY WITHDRAWING QUICKLY.

LONDON, July 28th.
9.20 p.m.

Reuter's Correspondent at French Headquarters, telegraphing at 2.30 this afternoon, states:—This morning we reached a line on the Ourcq along its whole course. Yesterday morning its headwaters were deep in the German lines. The enemy is making an obstinate stand on the flanks, chiefly on the left of our advance, where he is endeavouring to hold the north bank of the Ourcq against our pressure from the south, while his flank is menaced by General Mangin's army along the Soissons-Chateau Thierry road north of the Ourcq. Under a triple pressure from the west, south and east the Germans are withdrawing in the south, facing the centre of their line as quickly as is compatible with safety, and is holding desperately to his flanks in order to give the centre time to escape.

GERMAN SITUATION EXTREMELY DIFFICULT.

The enemy has concentrated numerous heavy guns north of the Ourcq in order to hold back the pressure on two sides at the angle of their line. Practically all the German communications north of the Ourcq are under the fire of General Mangin's guns.

Unquestionably the situation of the Germans holding the west-facing flank north of the Ourcq is extremely difficult.

GERMANS ADOPT SOMME RETREAT SYSTEM.

LONDON, July 28th.

Reuter's Correspondent at French Headquarters, telegraphing yesterday, states:—The enemy is falling back on the chess-board system adopted in the Somme retreat in March 1917. The smooth working of this operation is greatly hampered by the daring of our infantry and light tanks, also by our airmen. It is claimed that the light tanks are doing at least as much for the French advance as German infantry cannon are doing for the enemy. The battle northwards of the Ourcq at present is stationary.

General Mangin's army is faced by the strongest enemy positions, which are protected by a powerful flank fire from the north bank of the Aisne.

One of the British divisions with General Mangin engaged in a local operation whereby much ground was gained, despite the most obstinate resistance.

GERMAN RETREAT CONTINUED.

LATER.

Reuter's Correspondent at French Headquarters, telegraphing at nine o'clock this morning, states:—The German retreat from the Marne continued during the night.

AMERICANS IN PURSUIT OF ENEMY.

LONDON, July 29th.

An American official report states:—We continue pursuit of the enemy northward of the Marne, despite determined rear-guard actions.

We crossed the Ourcq and captured Seringes, Nesles, Sergy and Roncheres.

GERMAN RETREAT BIGGER THAN ANTICIPATED.

LONDON, July 28th.

This evening's news from France indicates that the German retreat, which in no way can be described as a rout, will be, however, bigger than even at first anticipated.

The French gained everything for an average distance of four miles on a front of 20 miles between the Ourcq and the Ardre.

Fere-en-Tardenois is now a position in the German outpost line.

Allied cavalry patrols are pressing forward on Champaux, despite the enemy's long-range artillery firing and machine-gunning.

The enemy is strongly reacting, but unsuccessfully, against Mont Sanson, where the Allies captured 1,500 prisoners.

The Americans, assisted by the French tanks, are doing well in the Aisne Valley.

FRENCH ENTER FERRE-EN- TARDENOIS.

PARIS, July 29th.

A communiqué states:—North of the Marne we continued to advance in the region of the Ourcq.

Notwithstanding the resistance of the enemy, who attempted to prevent our passage of the river, we succeeded in throwing back advanced elements to the right bank.

We entered Fere-en-Tardenois.

North-east of the Forest Riz we reached Champvoisy.

Our troops on the right captured Authenay, Onizy, and Violaine, and brought our line appreciably nearer the Rheims-Dorains road.

In Champagne two enemy attempts, preceded by a bombardment, in the region south of hill (?) were repulsed.

[THROUGH HAVAS AGENCY.]

COLLAPSE OF ENEMY RESIST- ANCE.

PARIS, July 28th.

A Havas Agency message states:—The Germans are in full retreat in the Soissons-Rheims salient on a 22-mile front and are being closely pursued by the Allied troops.

Under the blows delivered with renewed power by Generalissimo Foch, their resistance north of the Marne has collapsed.

The northern bank of the river has thus been completely cleared to a depth of about ten miles.

The bulge made on July 27th has been reduced by half.

To cover the retreat of the forces in his centre, the enemy continues to cling with desperate determination to the vital flank positions south of Soissons and south-west of Rheims, but both sides are hard-pressed, while in the centre the Allied cavalry, supported by infantry, are hot on the heels of the Germans.

General.

LATEST CABLES.

[THROUGH REUTER'S AGENCY.]

THE POLICY OF IMPERIAL PREFERENCE

NOT FATAL TO THE LEAGUE OF NATIONS.

LONDON, July 29th.

In the House of Commons, replying to Mr. Lees Smith, Mr. Bonar Law said he did not, in the least, admit that a policy of Imperial Preference was fatal to the League of Nations.

Replying to further questions, Mr. Bonar Law said there would be no opportunity of carrying out the policy during war-time, but the Imperial Council had put itself into line with the Dominions' Governments by accepting the principle.

(Cheers.)

Mr. Outwaite: Has the Government a mandate to commit the country?

Mr. Bonar Law: No; but the Government has always a mandate to commit itself.

MUNITION WORKERS' STRIKE ENDED.

LONDON, July 29th.

The strike of munition workers (cabled on July 26th) has ended. The trouble was due to the Ministry of Munitions forbidding a few firms to engage more skilled labour with a view of enabling other firms, which were understaffed, to secure additional skilled labour.

EXPLOSION AT PLAUVEN.

ZURICH, July 29th.

As the result of an explosion at a munition works at Plauen 292 were killed.

ICELAND A SOVEREIGN STATE.

STOCKHOLM, July 29th.

Denmark has acknowledged Iceland as a sovereign state under a common king.

THE JONAS CONSPIRACY TRIAL.

VERDICT OF MISDEMEANOR.

LONDON, July 29th.

The Jonas case, cabled on June 12th, ended in a verdict of guilty of "misdeemeanor." Sir Joseph Jonas was fined £2,000 and the second defendant, Vernon, £1,000. Defendants were ordered to pay the costs jointly.

EARLIER CABLES.

TURKISTAN PROCLAIMED A REPUBLIC.

AMSTERDAM, July 28th.

The National Congress of Turkistan has proclaimed the Government of Turkistan, also the Trans-Caspian Khiva and Bokhara, a republic allied to Russia.

The Executive comprises eleven Mohammedans, and a Republican Commission is attached to the Emir of Bokhara as adviser.

GERMANY'S ECONOMIC COUNCIL.

AMSTERDAM, July 28th.

The *Colonge Gazette* reports that a German Economic Council has been inaugurated. Representatives of the Interior, Foreign, Finance, Railways, and War Ministries, War Food Board, Press Bureau and other departments attended. The President of the National Bank, Herr Schaefer, who presided, dwelt upon the world-wide economic importance of Great Britain's adoption of Imperial preference.

Under-Secretary of Finance Schiffer said the Council would endeavour to establish close economic relations between the Central Powers.

Dr. Walter Schotte, who is president of the new Council, declared the problem which must be solved was the economic linking up of Central Europe with the rest of the world, concerning which a tariff union with Austria-Hungary became of world-wide importance. The next task would be the economic cultivation of the Near East and Far East against British and American competition. The Council should also enforce economic peace in Europe and re-establish supplies of raw material from overseas. The preliminary Committee comprises the leading business experts in Germany.

THE SILVER MARKET.

LONDON, July 28th.

The Government demand for silver is still large and the market is steady.

[THROUGH HAVAS AGENCY.]

FRANCE AND JAPAN.

CONGRATULATIONS TO FRENCH TROOPS.

PARIS, July 28th.

A Havas Agency message states that the Japanese Embassy yesterday conveyed to M. Pichon, Minister of Foreign Affairs, the hearty congratulations of the Japanese Government for the valour displayed in the victorious battle now being fought by the French troops.

JAPANESE "INTERVENTION" IN SIBERIA.

The French Press comments favourably upon Japan's decision to accept the programme of Washington.

The Press say that Japan's decision is of the highest importance, as it achieves the failure of the German intrigues in the East. But it is not right to call the future Siberian campaign "intervention," as in fact since September, 1914, the Japanese have intervened in the war. Japan was, first, in co-operation with the British in the capture of Kiaochow, then continuous in naval action in the Pacific, and, lastly, it is to be remembered that the security of the Mediterranean was mostly secured by the Japanese destroyers.

RHEIMS LIE NAILED.

WOLFF "AUTHORITY" WHO DIED EIGHT YEARS AGO!

[BY S. PATRICK DEVYNE "DAILY EXPRESS" CORRESPONDENT AT GENEVA.]

The statement published recently by the notorious Wolff Agency in Berlin with the object of justifying Germany in the destruction of Rheims cathedral is now proved to be merely another flagrant German lie.

Wolff declared that a French artillery officer, Edouard de Bondelli, formerly employed in the Crédit Lyonnais Bank, stated when taken prisoner by the Germans that the tower of the cathedral was employed constantly as an observation post, and that he himself had sometimes acted as observer there.

As the result of a searching investigation which has been made by the Swiss newspapers, it has been established beyond question that Edouard de Bondelli died here early in 1910. He left two sons, the elder of whom has just joined the French Army on arriving at the age of eighteen, while the younger son is still at school. It is also established that no member of the Bondelli family has ever served at the front.

FORGED PASSPORTS CASE. DEFENDANTS PLEAD THAT THE END JUSTIFIES THE MEANS.

At the Mixed Court, Shanghai, on July 26th, before Mr. Grant Jones, British Assessor, and Magistrate, Kuan, Otto Selke, formerly editor of the *War*, and Walter Rohr were charged in connexion with the attempts, alleged to have been made by them to reach Germany by means of forged passports.

Mr. K. E. Newman, Police Legal Adviser, appeared for the prosecution, and Dr. Fischer interpreted for the defendant.

Mr. Grant Jones, announced the decision of the Court regarding the objection to the jurisdiction of the Court, raised by the defendants.

Rohr, speaking in his defence, protested against this decision and said he would try and obtain a decision from a higher court on the matter. It was consequently not possible for him to go into the facts of the case and he limited himself to replying to the allegations of the prosecution. He was not prepared to give evidence. He pleaded not guilty to the charge.

Defendant submitted that the prosecution did not prove he had accepted the passport or used it in Shanghai. This the prosecution could not do. He denied having used the passport in Shanghai or having attempted to do so. The fact that he was arrested in Harbin on a different charge from that proceeded on in Court was one which should tell in his favour.

Defendant further pointed out that the passport was issued by the Bolshevik Government of Vladivostok. This Government was not recognized by the Chinese Government and, therefore, the passport in question could not be a document in the legal sense. It could not, therefore, be forged or illegally used. The *rise* of the Russian Consul-General was also worthless in the case as he was not recognized by the Bolshevik government.

Defendant then proceeded to criticize the fact that he had been prosecuted in this connection, and submitted that enemy subjects in England were not prosecuted for travelling under forged passports.

The criminal law was not intended for times of war and especially in China where it was never foreseen that foreigners would come under its stipulations. Defendant then went on to instance the case of the escape of a German from Shanghai. Disguised as a sick man he was able to leave Shanghai for Japan and America. He tried to get home from New York on an Italian steamer with a Swiss passport. On arriving at Gibraltar he was identified as a German by the British authorities in spite of his Swiss passport.

The Assessor—Were there any alterations to the passport?

Dr. Fischer—It was a Swiss passport. He was simply sent to a camp in England. He has since escaped. He never was prosecuted by the English authorities. The defendant Rohr, continuing his defence, said he had been situated in what he did by the nobles of all motives—love for his country and leaving aside all questions of being friends or enemies. He argued that every honest thinking man would consider his action as a good one and such acts did not form the basis of prosecutions in Europe during the war.

The case of von Papen had nothing to do with false passports. He had done what every proper Englishman would have done in the same position. He had tried to serve his country as a soldier.

Arguing his point as to the absence of *mala fides* in what he had done, defendant submitted that an act could not be criminal if the ultimate object was not vicious. The act for which they were charged was prompted by pure motives, and their will, as far as the final object was concerned, was pure and unselfish, and for this reason he submitted they had committed no crime recognized as such by criminal law. Taking all these facts into consideration he felt sure the police legal adviser would withdraw the charge. If he did not do so he appealed to the Court to protect his "human rights" and not declare as a crime an act which never was a crime and never could be so.

Selke intimated that his defence was exactly the same as that of Rohr.

In reply, Mr. Newman submitted that the commission of the offence started with commissioning Strauss to procure the passports. With regard to the prosecution, the Russian Consul had called in the police and alleged that a forgery had been committed with regard to certain documents in which he was interested and from that time the police took the matter up. This forgery was a material alteration of the passports and whether the authority which granted the passports was in dispute or not had nothing to do with the case. If an unauthorized alteration was made in the documents it was forgery and the defendant alleged that something which resulted in certain acts by his agent, and therefore his own acts, which in turn resulted in the imprisonment of two far less guilty persons, with sentences of four months imprisonment each, were acts which had no *mala fides*. It was an impossible proposition and if this sort of thing were permitted, where he asked were they going to put a stop. Rohr had argued that because he was not allowed to go home he was entitled to buy a passport and forge it. This act in his own mind and possibly in other people's, and the desire to get home, might be very excellent. No one was questioning that, but they were questioning the means adopted.

The Assessor:—The defendant is pleading the old maxim that "all is fair in love and war."

Mr. Newman continuing said it seemed to him that if the defendants' plea were accepted the result would be simply chaotic. It would mean that though these persons were living in an enemy country, the Court would, by such a decision, give sanction for the defendants to take anybody's passports, forge them and use them how they liked to get home. What would be the use of the passport system which prevailed quite as much in Germany as elsewhere if this were allowed? How could reasonable and sensible men come to that Court and ask the Court to make such a finding?

The Court reserved its decision.

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THE U-BOAT CRUISERS

GERMAN FABLES

[BY ARCHIBALD KENNEDY]

The Germans are nothing like as clever as they imagine themselves to be, and they are not as clever as we sometimes tacitly admit. Many months ago, they began to boast of their "U-boat cruisers." Statements appeared in German papers, as well as in those of neutral countries, crediting these vessels with the most remarkable powers. It was reported that they displaced no less than 5,000 tons of water; that they were 450 feet long and 36 feet broad; that they were given engines of 28,000 horse-power, and were capable of steaming 28 knots on the surface and 15 submerged. In order to complete the picture, it was added that they were armed with 6 in. or rather 5.9 in. guns. In another quarter it was stated that these remarkable ships would have a radius of action of 15,000 miles—which meant that they would be able to cruise for that distance without putting into any port or making demands on any supply vessel, either for fuel, stores, or food.

The remarkable thing is not that the Germans put forward those details, but that they should have been accepted, either on this side of the North Sea or in neutral countries. The Germans, of course, had every interest in trying to make the world believe that they had produced vessels possessing all these characteristics. A psychological atmosphere would be produced, particularly among the seamen of neutral countries, which would be to the advantage of the enemy. The Germans have, as a result, been exhibited as pioneers in the construction of submarine craft of large size, and probably nine out of ten men, if asked their candid opinion to-day, would admit that they thought that in submarine building the Germans were far ahead of us and of every other country. That is a tendency which should be checked; the Germans really are not supermen.

FANCY AND FACT.

Let us descend from the realms of German fancy to hard facts. It may come as a surprise to those who are not familiar with warship design to learn that no battleship has yet been constructed which can steam from the United States to Japan without putting in at a coaling place for fuel. Germany does not possess a single battleship which could travel from Wilhelmshaven to New York at its full designed speed—a matter of less than 4,000 miles. The same is true of her battle-cruisers and also her light cruisers, as well as of her torpedo-boat destroyers. There is an exaggerated impression abroad of the distance which any man-of-war can cover at her best speed without making use of a base. Oil has somewhat changed the conditions of endurance. The Diesel engine, with which

German submarines are fitted, is a wonderful piece of mechanism, and oil-burning vessels have a far greater radius than coal-driven ships. So we may let pass the claim that these German submarines can travel 15,000 miles.

Every warship is a compromise between the demands put forward for offensive power, defensive power, speed, and range of action. In designing a ship of war various values are attached to these factors, according to the purpose for which the vessel is going to be used. In a battleship speed is reduced in order to increase the weights allotted to gun-power and armour; while in the cruiser types the guns are light in order that very powerful engines may be carried in proportion to the total displacement. It is an advantage for a ship to be able to submerge, but in designing a warship everything, even the power of submergence, represents weight. When it is determined to construct a ship which can travel for a limited time under the water a new and disturbing factor is introduced. A submarine has to have a hull of special strength in order to resist water pressure when beneath the surface, and it must have guns and ammunition, torpedo tubes and torpedoes, engines, fuel, stores, and in addition the mechanical devices enabling it to travel under water. In other words, the weights in a submarine in comparison with those of, for instance, a destroyer are exaggerated. The design eventually adopted—since there is always a limit to size—is a compromise; something is surrendered on the one hand or the other in order to obtain a serviceable craft. Speed is particularly costly in weight; in a light cruiser of 5,000 tons or so an advance from 22 to 26 knots calls for a doubling of the power. And these U-boat cruisers, we are informed, have a speed of 28 knots!

SUBMARINES OF 5,000 TONS.

In point of fact, the very term "submarine cruiser" is a misnomer. It was invented in order to deceive the German people and support their confidence. The idea was to suggest to them that the Mariner had evolved a wonderful type of ship, of enormous size, marvellous speed, great offensive power, and wide radius of action, which would be invincible. The Admiralty in announcing the destruction of the first of the type no doubt had its own reasons for referring to these vessels as "so-called" submarine cruisers. What is the truth about the German submarines? These "cruisers" displace not 5,000 tons, but about 2,000 tons; they are not 450 feet long, but less than 300 feet long; their speed on the surface is not 28 knots, but about 12; when submerged they can travel not at 15 knots, but at approximately 10 knots for an hour or so. They are, in short, just ordinary submarines of a larger size than the submarines which have hitherto been employed by the enemy—and armed with the 5.9 in. gun. For some time the Germans were satisfied with vessels of about 800 tons, and it was because these submarines could remain at sea only for a short time and were very uncomfortable, the conditions telling on the nerves of officers and men, that the enemy evolved

the larger type, modelled on the Deutschland, having been designed, it was decided to indulge in exaggeration in order to impress the world.

DECEIVING THE WORLD.

It is surely a mistake to fall into the enemy's trap, attributing to these craft powers which they do not possess. The submarine designer is always handicapped, and always must be handicapped, by the heavy weights for which he has to provide in order to enable his ship to travel either on the surface or submerged. Another disadvantage in submarine construction is that, however completely the design may be standardised, a submarine takes longer to construct than any surface man-of-war built in similar conditions. An ordinary cruiser of 5,000 tons cannot be constructed in normal times in a period of less than two years, and in most cases the time occupied approaches three years. Apply that experience, making allowance for war conditions in a blockaded country, to the suggestion that the Germans are building submarines of 5,000 tons in large numbers, and it must at once be apparent that they have been "pulling the leg" of millions of people who know little of naval matters. The disadvantages which attach to the submarine of 2,000 tons would be greatly exaggerated in a ship two-and-a-half times that displacement. It would offer a bigger target on the surface, take longer to submerge, be more difficult to handle both awash and under water, and require an enormous amount of material in construction.

We may dismiss, for the present at least, these stories of Germany's submarine "cruisers." They are merely large submarines such as we have been building. They do not represent a triumph of German engineering any more conspicuous than the triumph which our shipbuilders have achieved. It happens that we have heard more of the operations of the German submarines simply and solely because the enemy offers few targets for our submarines, while we offer the enemy thousands of targets every week, apart from our men-of-war—battleships, battle-cruisers, and destroyers—and about 4,000 patrol ships, which, in combination, assure to us such a command of the sea that we are able to live and go on fighting. The percentage of hits by our submarines is, in fact, about three times that of the Germans, which in itself indicates the high standard of efficiency of British ship design, construction, and operation. The work which the British submarines are doing is magnificent. Our officers are handicapped by many things besides the small number of targets. The Germans are able to maintain their campaign only by defying every law of every nation, and ignoring the ordinary dictates of our common humanity. There is nothing more easy than murder, as the record of every nation shows, because society is not organised to prevent, but merely to discourage and punish, murder. When this war opened, provision in the same way had not been made to check murder by sea, pursued with all the aid which physical science could give.—Daily Telegraph.

ATTACKS ON MR. LLOYD GEORGE.

ARTICLES AT 4/- AN INCH

Speaking in Birmingham Town Hall recently, Dr. Addison called attention to an article which had appeared in a provincial newspaper entitled "A Holiday for Mr. Lloyd George." There could be no question, he said, that unity in military command was the first essential of success in war, but in this particular article there were a number of statements which were calculated to make difficulties between the Government and our soldiers, to create disunion in the Army, and to make difficulties between ourselves and our Allies. It appeared that the article was one of a series, and on the attention of the proprietor being called to it, he found that it was contributed in the ordinary way as news, but was paid for as an advertisement at the rate of 4s. an inch, and he should like to know who paid for it. The article was, roughly, 20 in. in length, so that it would cost about £3. As it was only one of a series somebody was finding a good sum of money for that campaign. The first essential for reconstruction was to win the war, but the public toleration of poisonous matter of this kind was the way to lose it.

SIR H. LE BAS' ADMISSION.

Sir Hedley Le Bas, of the Caxton Advertising Agency, writes as follows with reference to Dr. Addison's revelation that articles attacking the Prime Minister were being inserted in the provincial newspapers for payment:

If Dr. Addison wishes to have further particulars regarding the article, "A Holiday for Mr. Lloyd George," and the prior articles of the series to which he referred in his speech at Birmingham, all he has got to do is to ask Sir Richard Winfrey, Parliamentary Secretary to the Board of Agriculture, from whom, apparently, he derived his partial information, and who is largely, if not chiefly, concerned with the direction of at least four of the newspapers in which the articles have appeared.

Meantime I may be permitted to say that there is no mystery about the origin, the publication, or the payment of the articles in question. I am personally and wholly responsible for them in every particular, and they were issued through a well-known advertising agency to the provincial weekly Press.

Dr. Addison need have no concern about the "good sum of money," which he says is being found for what he calls "the campaign"; but he may be interested to know that the figure which he quoted should be reconstructed to the extent of at least 300 per cent.

I am not able to accept Dr. Addison's view that to criticize Mr. Lloyd George is to imperil our success in the war. And inasmuch as, like many others, I have lost confidence in Mr. Lloyd George, principally because of the Government's treatment of sailors and soldiers like Jellicoe, Robertson, Von Donop, and Trenchard, I hold myself free to take such means as are open to me to help to bring the country to the point at which it will feel itself bound to substitute statesmanship for political strategy.

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HONGKONG.

SLAVE-DRIVEN PRISONERS. YEARS IN THE GRIP OF THE GERMANS.

There was at least one man in London on June 4th who did not know what a Monday is. It was Corporal Maurice Cosson, son of the proprietor of the Restaurant des Gourmets, in Lisle Street, W., and a soldier of a French infantry regiment. He was captured in a desperate fight in September, 1915, and has just escaped from Germany after more than thirty-three months as a prisoner of war.

During that time he has worked as a prisoner in Russian Poland, in Western Germany, and in Westphalia, as a tree-feller, a munition works labourer, a farm hand, and a quarry labourer. He has worked in a gang with German convicts, and has been marched in handcuffs as the penalty for trying to escape.

Corporal Cosson says that the Germans are at present short of foodstuffs, and are living chiefly on potatoes; but so far as he could judge there is promise of a pretty good harvest in Germany this year.

"Every bit of land that can be cultivated is cultivated," he told a *Daily Express* representative. "Prisoners of war have been employed in cutting down wood, digging out the roots, and preparing the land for crops."

"Thousands of prisoners are forced to work in the coal mines in Westphalia. Most of the mining is done, I believe, by prisoners, although there are, of course, Germans as well, to see that they do work. You often see a man without an arm or a leg—he has lost it in an accident in the coal mine. Most of the prisoners are not used to mining, that is why there are so many accidents and why so many limbs are lost. I saw a young Welsh Guardsman, for instance, who went to the mines and met him again three months later. He was so changed, from want of food that I scarcely knew him. The conditions are shocking."

"In every munition factory in Germany, prisoners of war are forced to work. They are set to the hardest and heaviest work—filling trucks, hauling heavy material, and digging. They are making new railways and new canals, as well as cutting down forests."

STARVATION.
Of the starvation of prisoners in Germany, Corporal Cosson gives particular instances.

"For six months last year," he said, "the Germans stopped all parcels for French prisoners, by way of what they called 'reprisals.' They said the French Government had reduced the weight of bread given to German prisoners in France."

"The prisoners' food allowance is so meagre that you take your men of twenty-five for forty. Moreover, when we received parcels the Germans did their best to make the food unpalatable. Perhaps a parcel contained a tin of sardines, a tin of condensed milk, and a tin of bully beef. We were called up with our plates, the tins were opened, and the sardines, the milk, and the bully beef were turned out, one on top of the other, on the same plate. The Germans kept the tins."

"Wherever he went, Corporal Cosson found that the treatment of prisoners was harsh and brutal."

"You always worked with a sentry at your back," he said, "and if you turned your head to speak to another prisoner you were hit with a rifle butt. For trumpety offences prisoners are tied up to a pole in the ground for forty-eight hours. In the munition factories men who did not work hard enough were given into large ovens—fifteen or twenty men at a time—and the ovens were kept at a temperature almost hot enough to kill. If men begged for water they were told: 'You can have what you like if you come out and work. Men have had to be carried away from the ovens to hospital.'"

Corporal Cosson joined up at the beginning of the war, and took part in the Marne fighting, in the capture of Soissons, and other battles up to Vimy Ridge. After his capture in September he was in a fortress at Lille, and afterwards at Munster and Dulmen, in Westphalia. In 1916 he went in a cattle truck to Grodno, in Russian Poland and near here, on a diet of "dishwater soup" and a small piece of black bread with some "coffee" at 4 p.m. he worked at tree felling twelve hours a day for six months.

"Our boots were out," he said, "and we were made to work in the forests in bare feet, which were cut and torn and bruised. Men who complained were knocked down by the sentries with their rifles. In the forests we used to pick mushrooms and catch frogs and cook them over wood fires."

AT A MUNITION FACTORY.

Corporal Cosson's next experience was at clearing woods and burning them into fields near Dulmen, and from there, as punishment, he was sent to a munition factory, where he emptied trucks and carried iron on the same starvation ration.

In June last year he and five others escaped, but after tramping for eleven nights they were recaptured and sent back in handcuffs to Dulmen.

For this attempt to escape, Corporal Cosson was put for three weeks in a dark cell, and his food consisted of soup and a small piece of bread once in three days. On the other days he had nothing.

He was sent to a fortress, where he went out to work with convicts in a quarry. His clothes were marked with red, and he had to wear a German convict's cap.

"One day," he said, "two German convicts tried to escape. They were caught and the sentries, having knocked them down, went to a little wood and cut some short thick sticks. With these weapons they beat the two convicts until they were half dead. German women and children looked on laughing."

In April Corporal Cosson was sent to work on a farm, where the German farmer

(Continued at foot of next column.)

AUSTRIA'S DEFEAT A GREAT MILITARY AND MORAL EFFECT.

RETREAT NOT A DEBACLE.

According to a message dated June 29th, a military outlooker, after summing up the events of the past few weeks on the Italian front, says:—

The present position appears to be that the Austrians have lost the whole of the ground gained by them in their great offensive, with the exception of a small sector astride the Brenna. The Italians have re-occupied their former positions south of the Piave and established a bridgehead on the left bank north-east of Montello. The Austria retreat does not seem to have degenerated into a disorderly flight, and it is fairly clear that the main body of their forces succeeded in re-occupying the Piave without serious molestation. The retirement was well covered by rearguards which suffered heavy losses. Some six to eight thousand Austrian prisoners were taken, whilst the Italians recaptured the greater part of the guns they had lost besides taking a number of Austrian guns and a large quantity of war material. The direct cause of the Austrian retreat appears to have been the difficulty of getting ammunition and supplies across the Piave in the flooded state of the river, most of the bridges having been destroyed. The Austrian troops south of the river were consequently left with inadequate supplies, and their higher command presumably thought it prudent to withdraw them in view of the danger of a strong Italian counter-attack on exhausted troops short of food and ammunition with few bridges and a swollen river in their rear. The Austrians have undoubtedly suffered a very serious check. Although this defeat may not have been directly caused by the attacks of the Italian army, it was nevertheless due to the magnificent tenacity of the Italian defence which prevented the Austrians from extending their gains south of the Piave, and inflicted tremendous losses on them. The knowledge that the Italian morale was unimpaired and that strong reserves were available must have contributed in no small degree to the enemy's decision to retire in view of the danger of a powerful counter-attack.

HEAVY ENEMY LOSSES.

Austrian losses between June 15th and 25th are estimated by the Italian general staff to have been at least one hundred and fifty thousand, and this appears to be a low estimate. There are approximately sixty Austrian divisions on the Italian front. Of these thirty-seven were identified and other unidentified divisions probably also took part in the fighting besides dismounted cavalry. It may be assumed that fully forty Austrian divisions were engaged in the battle and an average of four thousand casualties per division is a very low estimate considering the character of the fighting. In view of this, it is difficult to believe that the Austrian losses can have been much under two hundred thousand. The Italians captured nearly twenty thousand prisoners.

Even before the Austrian retreat, it was clear that they had sustained a severe repulse which was bound to have a serious effect on the morale of the army and nation. This repulse has now developed into a heavy defeat which may have most important results in view of the well known discontent and war weariness of the Austrian people. From the military point of view the moral effect of the Austrian defeat will be enormous. For three months the Germans had been attacking on the western front, and at a cost of huge losses had gained considerable thought indecisive successes. A great Austrian victory must have had an effect on the morale of the Italian army and people and might have obliged the Allies to send reinforcements from the western front, which would have been most undesirable. The effect is exactly the opposite. The fighting value of the Austrian army has suffered very severely and it may be thought necessary to send German assistance, without which no further Austrian offensive on a large scale is likely. A big German offensive on the western front is probable, and Germany can ill-afford to detach troops at the present time.

THE PICTURE CHANGING.

The morale of the German troops on the western front has undoubtedly been higher this year than at any time since the battle of the Somme in 1916. The main reasons for this good morale were the Russian collapse, last year's victories in Italy and the hope of an early peace. The picture is changing. The Austrians have been defeated and no help is to be expected from them. On the contrary, submarinism has failed and the Germans are beginning to realise it. Food scarcity continues in Germany and little or no relief has been obtained from Russia. Peace no longer appears so close and a German peace is fading into the distance (vide Kuehlmann's recent speech). The German nation has for years been longing for peace, and though there was a chance this spring as a result of their successes on the western front and the peace with Russia, a serious reaction is setting in. The morale and fighting value of the Allies have remained unimpaired, and their numbers are rapidly increasing. These are all important factors which have been emphasised to show the enormous value to the Allied cause of Italy's victory. Napoleon's famous saying that morale is to physical as three to one, remains true. The effect of the great Austrian defeat will be to raise the morale of the Allied nations and to strengthen their staying power and determination to win the war, whilst increasing the fighting value of our armies in every theatre of war. Conversely, it will cause serious depression among the war-weary civil population of the Central Powers and will lower the morale and offensive spirit of their armies.

used to pray for ten minutes every morning before the prisoners had breakfast, which took about five minutes to eat. From here the corporal and three others escaped. Two were recaptured—one by a police dog and the other by a patrol—but after various adventures and narrow escapes the corporal and his comrades crossed a torrent, in which they were nearly drowned, and found themselves in Switzerland and safety.

AMERICA AT WAR. AEROPLANE PROBLEM.

"WE ARE MAKING GOOD"

[BY WILL IRWIN.]

New York, May 31st.
When the British Army first landed at Boulogne in August, 1914, imagine some German-Swiss journalist, we will say, watching the landing from the dock. The ship warts alongside, the gang-plank drops, and an officer leaps to the pier. Imagine the Swiss then rushing to the telegraph office and flashing across the border this message:—"There is only one British soldier in France." No less unfair was the statement, made in heat and with the unfairness of political controversy which chilled England and America a month or so ago: "The American manufacturers have so far sent only one aeroplane to the fighting front." It was untrue, just as the message of the hypothetical German-Swiss journalist was true, and equally unfair. At the moment when this statement was made the shipment of American fighting aeroplanes in quantity was just about to begin. The statement was unfair in still another way. While we had only one entirely American aeroplane at the front, we had all along contributed to the manufacture of aeroplanes which were technically French or British machines. So we had increased the production of our Allies. Still further, lacking as yet the technical skill to manufacture aeroplanes of the exceedingly high quality which fighting conditions demand, we had largely taken off the hands of our Allies the task of making inferior aeroplanes for training purposes. Formerly the French, British, and Italians had manufactured these machines for themselves. In this work they employed mechanics quite capable of making battleplanes. Our production of school planes released these expert mechanics for higher uses—just as a Belgian mechanic put to work at Essen by the Germans releases some German youth to the fighting front.

CAUSES OF DELAY.

So much for the past: we have muddled, we have lagged, but not so much as the alarmists would make you believe. When we entered the war the experts on your side of the water understood quite as well as did our manufacturers, that it would be many, many months before we could begin to be effective as aeroplane makers. Anyone who has grasped the spirit of American industry knows why. We were superior quantity producers; of most things we were inferior quality producers. Low to medium quality machine-made goods, manufactured by the countless processes—there none could match us. In very few branches of industry could we produce supreme quality. The very opportunities of America, made against it. Every young mechanic entered the shop with the hope that some day he might become its manager or proprietor. He was more set on that than on making himself a perfect mechanic: the height of industrial workmanship was lacking. We sprinkled Europe with \$1, \$2, and \$4 cameras; when it came to fine special cameras and lenses for export work you sold to us. In no other country was "imported" so nearly synonymous with high quality. This tendency was especially marked in the commodity which most nearly resembles the aeroplane—the automobile. Mr. Ford could not be beaten in any part of the world; his American genius for machinery, for industrial organisation in the enormous process, made his good cheap little car supreme in its class. We were nearly as good in those medium-grade motor-cars, which sell now from \$200 to \$400; they and their motors were still in the machine-made class. It was when motor-car manufacture got out of that class, when it came to hand-made, delicate engines, that we failed. The possession of an imported motor-car with a hand-made engine was one of our symbols of plutocracy.

NEW PHASE OF PRODUCTION.

When we first entered the war some one proposed to a great Continental expert that his nation send across the Atlantic a few of its aeroplane mechanical experts in order to teach us. "I would trade two generals any time for a good aviation mechanic," he said. The European masters of the trade knew as well as we the defects and virtues of American industry. It would have taken a generation to educate such a set of mechanics as were building European engines, and in aeroplane work at the front low quality products are no good. It is a case of the best or nothing. Quite in harmony, the exports on both sides of the water struck an understanding. For a certain number of months America was to furnish parts to the European factories for a comparatively small body of mechanics, capable of the delicate hand-work which European production demands, to make training planes. In this period we were to try a daring experiment, to see if we could not raise continuous machine production to such a height of quality as to make an aeroplane engine capable of the speed, endurance, and flexibility which marks the hand-made engines of Europe. This was taking a chance, but it seemed worth taking in view of the fact that under European methods we could never hope to be large producers. There were unexpected obstacles. The engineers working on the "Liberty" motor oscillated between hope and discouragement; the period of months during which we were to make good expired.

News went abroad that we had failed. The unfair claim that after a year or so we had delivered only one fighting plane passed into print. At that very moment, as a matter of fact, we were about to make good. We are beginning to deliver aeroplanes for observation and scout work at the front, and to deliver them in quantity. Only yesterday Julius Kahn, senior member of the Military Affairs Committee in Congress, lifted the veil of the censorship for the moment. "We have," he said, "sent 1,300 aeroplanes to France. Most of these must have gone forward during the past month." This is not a promise—there has been too much of that. The prophecy of some mouthy and irresponsible person, that we would put 100,000 aeroplanes on

(Continued at foot of next column.)

DISCIPLINE

FRIENDLY CRITICISM OF BRITISH
GENERALS.

An Allied Officer writes in a home paper:—"When I was a boy at school the master who taught us English—he was not an Englishman—never tired of impressing upon us, the Latin individualists, as he called us, the superior team discipline of you Anglo-Saxons, which characteristic he would repeatedly explain, was at the root of our success as a nation and a world-empire. That team discipline, which was first learned on the playing fields of your public schools, extended, so we were told upwards throughout your liberal professions and your public services, whether at home or in the colonies. You Englishmen, in public life—that is, whenever the interests of the commonwealth were at stake—always played the game, by which our teacher implied that you played it for the honour and glory of the country and of the particular service or corporation you happened to represent, and not for mere self-advancement or popular reputation."

THE ZEEBRUGGE EXAMPLE.

Since those school days I have visited England on many occasions, both before and since the war, as I have visited several of your colonies and self-governing dominions, and always and everywhere I have been struck by the fidelity of your racial and national portraits as designed by my old tutor. Your team discipline is just as he said it was; unique, and it is almost ubiquitous; civilians, soldiers, sailors have never displayed it in so splendid a measure as they have done both here and in the battlefields since August, 1914. It was never so well typified as in the recent naval raid on Zeebrugge, where all your naval ratings worked ill for each and each for all, thus affording the world the spectacle of a perfect team and an incredible achievement.

Again and again I have noted the same admirable selflessness among gun-fighting men at the front, from the youngest recruit to the oldest sergeant-major, from the newest subaltern to the divisional general.

AN EXCEPTION.

Only in one quarter have I discovered it to be occasionally wanting—a discovery which I must say has sometimes surprised and pained me—and this is among the generals holding the highest appointments. Here, only, are feelings amounting to a veritable resentment at co-operation or contradiction by another authority, because of a supreme confidence in itself, which is never wise and often dangerous. This attitude is much rarer than it is practically unknown—among officers of corresponding rank in the Allied or even the enemy countries. You do not hear of French, Italian, or German generals claiming this or that appointment as their due, declining to take any other, and resigning because they do not quite hit it off with a colleague or a Minister. They compose such personal differences as may exist, and pocket their personal pride, out of devotion to the State. They are even found willing to serve in subordinate positions under the men who may happen to have superseded them in office.

TOUCHINESS.

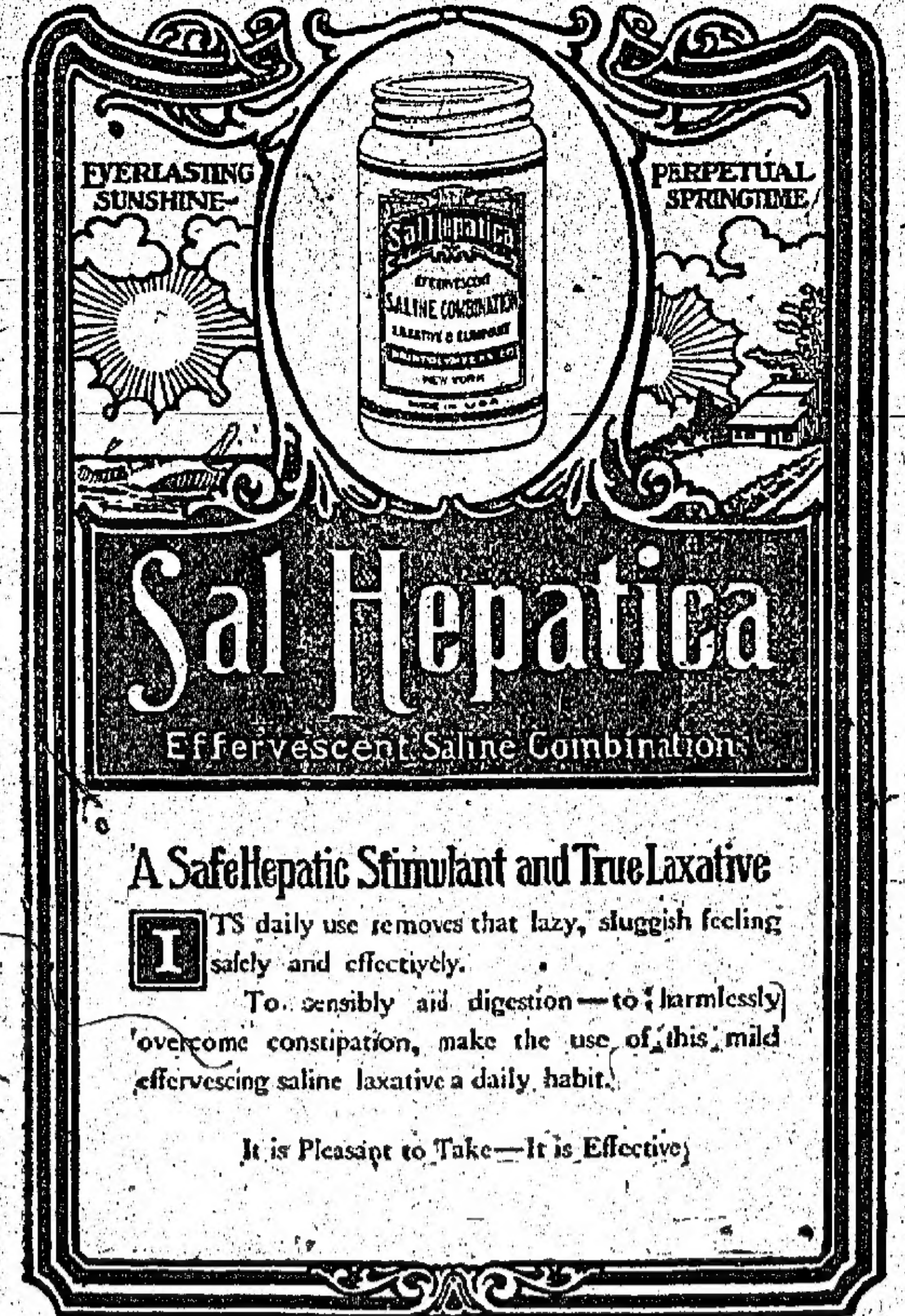
Thus Falkenhayn is to day serving under Ludendorff, just as Castelnau is serving under Petain and Foch, whose superior he was two years ago, just as Nivelle served under Petain, then was promoted over his head, and finally served under him once more. Then, at Versailles, we have the spectacle of senior men like General Bliss and de Robilant meeting under the chairmanship of a junior-like General Belin. Yet they do not grumble, they do not grouse, they do not assail their respective Governments on petty personal counts. There are other things to think of than self and politics; there are the Germans at the gates of Venice, of Calais, of Paris.

If the enemy had landed in your country probably nothing would be heard of any disappointed and disgruntled warriors. Herein, you will say, lies the difference between their attitude and that of their Continental colleagues. Perhaps, but perhaps not. It may be elsewhere for instance, in the exceptional youth of your Generals and their sense of personal creation and personal pride in the wonderful military instrument their own hands have forged, the most superb improvisation in history. This helps us both to understand and excuse their touchiness about any interference, even legitimate interference, with their work and powers. May I, their comrade, who have fought with them and admire them, appeal to them to remember the spirit of the playing fields, and to remember that since we are not to provide a personal advertisement for the Generals, but to provide a safeguard for the nations. Let them refrain, for the sake of all that our peoples have at heart, of our past sacrifices, of our present perils, from setting an example of selfishness and indiscipline to the fighting ranks and from endangering the solidarity of our Grand Alliance.

"VATERLAND" VERY USEFUL TO ALLIES.

On her latest voyage the *Vaterland*, the largest German steamship seized by the United States, took 12,000 men to France. The speed with which the troops and material were landed from this "giant" and with which the coaling was performed was such that in less than four days all the work was accomplished.

The Western front ran over Europe last year. As the months went by, and no American aeroplanes appeared, this report only served to revive our ancient reputation as boastful—whereas the Yankee just now is almost too humble concerning his attainments as a war maker. This is performance. If it is only a small performance, compared to what England, France, and Italy have accomplished, it is also only a forecast of what I firmly believe will follow. For the "Liberty" motor, our great problem, is solved, of that I shall have more to say to-morrow.—*Daily Telegraph.*



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"KEY WEST" ... 34th Aug.	"KEY WEST" ... 11th Nov.
"EMPEROR OF JAPAN" ... 11th Sept.	"MONTEAGLE" ... 7th Dec.
"MONTEAGLE" ... 1st Oct.	

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P. L. KNIGHT,
Acting Superintendent

INDO-CHINA S. NAV. CO., LTD.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION)

FOR	STEAMERS	TO SAIL
MANILA	"YUENSANG"	Fri. 2nd Aug. 3 p.m.
SANDAKAN	"MAUSANG"	Sat. 3rd Aug. Noon.
SHANGHAI	"WINGSANG"	Sun. 4th Aug. 11 p.m.
HAIPHONG	"TAKSANG"	Tues. 6th Aug. 7 a.m.
MANILA	"LOONGSANG"	Fri. 9th Aug. 3 p.m.

CALCUTTA LINE.—This line is temporarily discontinued owing to the war, but at
present a monthly service is maintained with Calcutta by the a.s. "KWAISANG"
and "VITIM." Calling at Singapore and Penang. The former vessel has excellent
passenger accommodation, is fitted with Electric Light and Fans, and carries a fully
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mately every fortnight. This vessel has excellent accommodation for First-class
passengers, and is fitted throughout with Electric Light and Fans and also carries a
fully qualified Surgeon.

SHANGHAI LINE.—Sailings approximately every five days between Canton and
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limited amount of passenger accommodation, and through tickets can be obtained
for Northern and Yangtze Ports via Shanghai. Through Bills of Lading are issued
to all Northern and Yangtze Ports.

MANILA LINE.—A weekly service is maintained with Manila by vessels with good
passenger accommodation, sailings from both ports every Friday.

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Cargo taken on through Bills of Lading for Kudat, Jesselton, Labuan, Tawau and
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kong and Tientsin, calling at Weihaiwei and Chefoo.

UNDER STRAITS GOVERNMENT PASSPORT REGULATIONS. All
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TJIPANAS	JAVA and MACASSAR		31st July	SAIGON
YSELDYK	JAVA		9th Aug.	NAGASAKI and DATY

* Wireless Telegraphy.

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2946

WEATHER REPORT.

July 29th, 15.30.—Local typhoon signal No. 5 hoisted.

July 29th 16.40.—Warning to Hongkong
Typhoon in Lat. 23 deg. N. Long. 117 deg.
E., moving N.W. at 8 to 12 m. per hour.

July 30th, 11.48.—Warning to Hongkong,
Coast Port, Manila, etc.—Typhoon filling up
in Lat. 24 deg. N. Long. 114 deg. E.

July 30th, at 12.10.—No returns from
Japan, Vladivostok and the Philippines.
Pressure has decreased moderately in Hong-
kong and slightly at stations to the southward;
it has increased moderately over Formosa and
slightly elsewhere. The typhoon probably
entered the coast near Swatow last night and
is now filling up to the north of Hongkong.

Hongkong rainfall for the 24 hours
ending at 10 a.m. to-day, 1.40 inch. Total
since January 1st, 46.12 inches, against an
average of 51.10 inches.

The forecast for the 24 hours ending at noon
to-day is as follows:—

DISTRICT FORECAST.

Hongkong to Gap Road S.W. winds, strong, moderat-
ing; cloudy, rain.

Formosa Channel S. winds, strong, moderat-
ing.

South Coast of China between the same as
Hongkong and Lamook No. 1.

South Coast of China between the same as
Hongkong and Hainan No. 1.

CHINA COAST METEOROLOGICAL REGISTER.

30th JULY, A.M.

Station.

Barometer at Sea Level.

Temperature.

Humidity.

Direction.

Force.

Weather.

Vladivostok 8 a.

Nemuro 5 a.

Okhotsk 5 a.

Kokoro 5 a.

Kobe 5 a.

Nagasaki 5 a.

Kagoshima 5 a.

Osaka 5 a.

Naha 5 a.

Ishijima 5 a.

Bonin Island 5 a.

Weihaiwei 6 a. 29.85 75 80 SE 4 0

Hankow 6 a. 29.85 75 80 SE 4 0

Ichang 6 a. 29.85 75 80 SE 4 0

Kinkiang 6 a. 29.85 75 80 SE 4 0

Chungking 6 a. 29.85 75 80 SE 4 0

Shanghai 6 a. 29.85 75 80 SE 4 0

Grampian 6 a. 29.85 75 80 SE 4 0

Sharp Peak 6 a. 29.85 75 80 SE 4 0

Amoy 6 a. 29.85 75 80 SE 4 0

Swatow 6 a. 29.85 75 80 SE 4 0

Taihou 6 a. 29.85 75 80 SE 4 0

Taichu 6 a. 29.85 75 80 SE 4 0

Tainan 6 a. 29.85 75 80 SE 4 0

Koshu 6 a. 29.85 75 80 SE 4 0

Pescadore 6 a. 29.85 75 80 SE 4 0

Canton 6 a. 29.85 75 80 SE 4 0

Hongkong 6 a. 29.85 75 80 SE 4 0

Gap Road 6 a. 29.85 75 80 SE 4 0

Macao 6 a. 29.85 75 80 SE 4 0

Wachow 6 a. 29.85 75 80 SE 4 0

Holow 6 a. 29.85 75 80 SE 4 0

Pakhoi 6 a. 29.85 75 80 SE 4 0

Phu Lien 6 a. 29.85 75 80 SE 4 0

Tourane 6 a. 29.85 75 80 SE 4 0

Capetown 6 a. 29.85 75 80 SE 4 0

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1. BAROMETRES, reduced to 32 degrees Fahr-
heit, on the level of the sea in inches, tenths
and hundredths.

2. TEMPERATURES, in the shade, in degrees
Fahrheit.

3. HUMIDITY, in percentage of saturation, the
humidity of air assumed with moisture being
100.

4. DIRECTION OF WIND, to two points.

5. FORCE OF WIND, according to Beaufort Scale.

6. STATE OF WEATHER, by day, a detached
cloud, a drizzling rain, fog, a gloom, a hail,
lightning, a overcast, a passing shower, a equal,
a rain, a snow, a thunder, a visibility, a day
way.

7. Rain in inches tenths and hundredths.

HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, July 30th

Previous On Date On Day

at 2 p.m. at 6 a.m. at 2 p.m.

Barometer 29.84 29.48 29.51

Temperature 85 76 80

Humidity 74 85 80

Wind Direction West SW SW

Force 4 4 4

Weather B. or 1.71

Highest open-air Temperature on 29th, 89

Lowest open-air Temperature on 30th, 76

HONGKONG TIDE TABLE.

From 31st July to 6th August, 1918

High WATER Low WATER

Day of Week or Month

H'kong Mean Time

Height

H'kong Mean Time

Height

Wed. 11 m. 2.53 5 7 m. 10 0 2.5

Thurs. 1 m. 4.1 6 1 m. 11 46 2.1

Fri. 2 m. 8.15 6 4 m. 8 58 1.8

Satur. 3 m. 9.10 6 7 m. 11 3 8 8

Sun. 4 m. 8.58 6 1 m. 14 8 2.2

Mon. 5 m. 8.1 6 2 m. 14 3 2.5

Tues. 6 m. 10.6 6 3 m. 3 6 0 8

10.30 4 4 m. 3 39 0 9

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General Agents
or to K&B & Co., Canton.

C. N. C.
CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION

FOR	STEAMERS	TO, DATE
AMOY and SHANGHAI	"SINKIANG"	On 31st July, 10 A.M.
TAIPEI and SHANGHAI	"HWAH KUEI"	On 31st July, 5 P.M.
WEIHAIWEI, CHEFOO & TIENTSIN	"HUICHOW"	On 1st Aug. 10 A.M.
SHANGHAI	"SUIYANG"	On 2nd Aug. 5 P.M.
SHANGHAI	"KAIFONG"	On 5th Aug. Noon.
SHANGHAI	"SUNGKIANG"	On 6th Aug. Noon.
NEUCHANG	"PAOTING"	On 9th Aug. Noon.

* Date and time of sailing uncertain owing to Typhoon.

* From Quarry Bay.

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AND RETURN.

(Occupying 8 to 10 Days).

"HAIHONG" ... | Capt. J. W. Evans ... | WEDNESDAY, 31st July, at 2 P.M.
"HAIKAI" ... | Capt. A. E. Hodgins ... | FRIDAY, 2nd Aug. at 1 P.M.

Arrivals and Departures from the Company's Wharf (near Blake Pier).

For Freight and Passage, apply to—

DOUGLAS LAFFRAIK & CO.,
General Managers

BRITISH INDIA S. N. CO., LTD.

APCAR LINE.

REGULAR SERVICE BETWEEN

CALCUTTA, STRAITS, SHANGHAI AND JAPAN PORTS

EASTWARD

WESTWARD

The above Steamers have excellent Saloon accommodation for Passengers and are

Equipped with all modern conveniences and carry a daily qualified cargo.

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DAVID SASSOON & CO., LTD.
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ROYAL MAIL SERVICE

UNDER CONTRACT WITH HIS MAJESTY'S GOVERNMENT
TO

MARSEILLES AND LONDON.

TAKING PASSENGERS AND CARGO TO

STRAITS, COLOMBO, INDIA, AUSTRALASIA, EGYPT, &c.

Steamers	Leave Hong Kong	Connecting Mail	Due at	Due
to	at	Str. from Colombo	MARSEILLES	at
COLOMBO	at		LONDON	

When Passengers change Steamers at COLOMBO, Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong at the time of Booking.
On the Australian Route Tickets interchangeable with Orient Line.

SAILINGS DIRECT TO
SHANGHAI, MOJI, KOBE AND
YOKOHAMA.

S.S.

LEAVE HONGKONG ABOUT

Passengers may travel by Railway in Japan between Ports of Call free of charge.

INTERMEDIATE STEAMERS

(Non-Transshipment)

IN ADDITION TO THE ABOVE MAIL STEAMERS,
WILL LEAVE DIRECT FOR

MARSEILLES AND LONDON.

Sailing at SINGAPORE, PORT SWITZERLAND, PENANG, COLOMBO AND PORT SAID.

CARRYING 1ST AND 2ND SALOON PASSENGERS AT REDUCED RATES.
PROPOSED SAILINGS:

STEAMERS	Leave Hong Kong	Leave SINGAPORE	Due at MARSEILLES	Due at LONDON
	about	about	about	about
The Intermediate Service is	Temporarily	Suspended.		

"WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS."
All Cabins are fitted with Electric Fans free of charge and each Berth furnished with an Electric Reading Lamp.
Owing to the War in Europe Steamers and Sailing dates are liable to be cancelled or altered without notice.

NOTICE TO CONSIGNEES.

Consignees are reminded of the necessity to apply to the Company's Agents regarding arrival of consignments expected of which they have received documents or advice.

Any damaged packages must be left in the Godown for examination by the Consignee and the Company's Surveyors. Messrs. GOSWAMI & DAVANAH, at 19 A.M. on MONDAYS and THURSDAYS. All Claims must be presented within ten days of the Steamer's arrival here, after which date they cannot be recognized. No Claims will be admitted after the goods have left the Godown.

For Further Information, Passage Fares, Freight, Handbooks, Dates of Sailing, etc., apply to

P. L. KNIGHT,
Acting Superintendent.

NIPPON YUSEN KAISHA.

(JAPAN MAIL S.S. CO.)

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

DESTINATION	STEAMERS & DISPLACEMENT	SAILING DATES
SHANGHAI, KOBE & YOKOHAMA	INABA MARU ... 12,800 tons IYO MARU ... 12,330 tons	17th Aug. 11 A.M. 4th Sept. 11 A.M.
NAGASAKI, KOBE & YOKOHAMA	TANGO MARU ... 13,500 tons NIKKO MARU ... 9,800 tons	17th Aug. 11 A.M. 14th Sept. 11 A.M.
SHANGHAI, MOJI & KOBE	DAIREN MARU ... 9,000 tons BOMBAY MARU ... 9,950 tons	5th Aug. 5th Aug.
LONDON or LIVERPOOL via SINGAPORE, PENANG, COLOMBO, DELAGOA BAY & CAPE TOWN		
MELBOURNE via MANILA, ZAMBOANGA, THURSDAY, IS, TOWNSVILLE, BRISBANE & SYDNEY		
NEW YORK via SHANGHAI, KOBE, YOKOHAMA, SAN FRANCISCO & PANAMA CANAL		
BOMBAY via SINGAPORE, MALACCA & COLOMBO		
CALCUTTA via SINGAPORE, PENANG & RANGOON		

§ Omitting Shanghai and/or Moji. * Wireless telegraphy.

HONGKONG, VICTORIA, B.C. SEATTLE

via

MANILA, KEELUNG, SHANGHAI, NAGASAKI, KOBE, YOKKAICHI, SHIMIZU & YOKOHAMA

Operated by the magnificent and splendidly equipped passenger steamers "FUSHIMI MARU," "SUWA MARU," "KASHIMA MARU" and "KATOH MARU," each of over 20,000 tons displacement.

Next Sailing from Hongkong

SUWA MARU ... Wed. 14th Aug. at 11 A.M.
FUSHIMI MARU ... Wed. 11th Sept. at 11 A.M.

† Omitting Manila, Eastbound.

For further information apply to

NIPPON YUSEN KAISHA.

Telephone 222 and 223

K. MOBI, Manager.

TOYO KISEN KAISHA.

SAN FRANCISCO LINE.

VIA SHANGHAI, INLAND SEA, JAPAN AND HONOLULU

FAST AND LUXURIOUS MAIL STEAMERS.

Sailings from Hongkong—Subject to Change Without Notice.

Steamers	Tons	Leave Hongkong
KOREA MARU	20,000	TUES. 13th Aug.
SIBERIA MARU	20,000	THURS. 29th Aug.
TENYO MARU	22,000	SUN. 8th Sept.

SOUTH AMERICAN LINE.

HONGKONG to VALPARAISO via JAPAN, HONOLULU, SAN FRANCISCO, SAN PEDRO, SALINO, URU, BALBOA, CALLAO, ARIKA AND IQUIQUE.

THENCE BY TRANS-ANDERSON ROUTE TO BUENOS AIRES

Steamers	Tons	Leave Hongkong
ANYO MARU	18,500	Sept. 25th.
NIPPON MARU	11,000	Nov. 8th.

Tickets are interchangeable with the CANADIAN PACIFIC OCEAN SERVICE, LTD. and the PACIFIC MAIL STEAMSHIP CO.
Passengers may travel by Rail between Ports of Call in Japan free of Charge.
For full information as to rates, sailings, etc., apply to—

TELEPHONE 2274 and 2275.

T. DAISO, MANAGER.
King's Building.

MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

SERVICE TO AND FROM JAPAN VIA SHANGHAI

SERVICE TO AND FROM EUROPE

Ports of call:—Yokohama, Kobe, Shanghai, Hongkong, Haiphong, Saigon, Singapore, Colombo, Djibouti, Suez, Port Said, Marseilles.

ALL STEAMERS FITTED WITH WIRELESS TELEGRAPHY.

For full particulars regarding sailings, apply to

F. RADAMELLE,
Agent,
Queen's Building.



O. S. K.

OSAKA SHOSEN KAISHA.

(REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG)

(SUBJECT TO ALTERATION)

GENOA LINE—Monthly service via Singapore, Bombay and Port Said, taking cargo on through Bills of Lading with transshipment at Bombay to Company's steamers.

NORTH AMERICAN LINE—Regular fortnightly service between Hongkong and Puget Sound ports touching at intermediate ports in Japan.

"CHICAGO MARU" ... SATURDAY, 3rd Aug. at 2 P.M.

SOUTH AMERICAN LINE—Every two months the steamer proceeding to Rio de Janeiro, Santos and Buenos Aires, via Singapore, Mauritius, Durban and Cape Town.

BOMBAY LINE—Regular fortnightly service for Bombay sailing at Singapore, and Colombo.

JAVA LINE—Monthly service for Batavia, Sourabaya and Samarang.

AUSTRALIAN LINE—Monthly service between Japan and Adelaide, calling at Auckland, N.Z., Sydney and Melbourne.

FORMOSAN LINE—The steamers will arrive at and depart from the SOON TAP WHARF, near the Harbour Office, and while the steamer is alongside the Wharf Telephone No. 76 will be fixed.

KEELUNG via SWATOW and AMOY.

"KAIJO MARU" ... SUNDAY, 4th Aug. at Noon.

TAKAO via SWATOW and AMOY.

"SOSHU MARU" ... THURSDAY, 1st Aug. at 9 A.M.

FOR SAILING DATES AND FURTHER PARTICULARS

Please Apply to—

K. YAMASAKI, Manager,
No. 1, Queen's Building.

CHINA MAIL S.S. CO., LTD.

FREIGHT AND PASSENGERS

"NANKING"

(14,000 tons, American Registry).

"CHINA"

(10,200 tons, American Registry).

SAILINGS FROM HONGKONG FOR

SAN FRANCISCO

VIA SHANGHAI, JAPAN PORTS AND HONOLULU.

"NANKING"

August 7th.

"CHINA"

August 31st.

[An unsurpassed high-class passenger service.]

Princess Buildings.

O. H. RITTER, Freight and Passenger Agent
Kee House Street
Tel. 1042.

